

Type III Categorical Exclusion Action Classification Form

STIP Project No.	I-6064
WBS Element	49067.1.1
Federal Project No.	FA# 0095077

A. Project Description:

The project will widen I-95 and elevate the vertical grade of parts of the roadway for about 9 miles between I-74 (Exit 13) and US 301/Fayetteville Road (Exit 22) in Lumberton.

B. Description of Need and Purpose:

Improvements will be needed to accommodate future traffic volumes and ensure the highway operates at an acceptable level of traffic service, particularly during the peak hour. Traffic volumes along I-95 are expected to increase approximately fifty percent by the design year 2040, creating conditions in which operations degrade and average travel speeds are below the posted speed limit. The proposed additional through lanes will increase the traffic-carrying capacity of the roadway, improve the flow of traffic, and reduce daily traffic delays resulting from expected traffic volume growth.

Currently, the number of vehicles using the section of I-95 between Exit 13 and Exit 22 in Robeson County ranges between 52,300 vehicles per day (vpd) to 68,200 vpd. The current Level of Service (LOS) is C or better throughout the corridor. Future traffic volumes (2040 No Build) are expected to range between 82,500 vpd to 104,100 vpd between Exit 13 and Exit 22. Without improvements, operations along the I-95 corridor between Exits 13 and Exit 22 are anticipated to degrade significantly by year 2040. Aside from the section between Exit 13 and Exit 17, all segments of the I-95 corridor in the project area are expected to operate at a LOS E or worse in both the AM and PM peak hours.

Improvements to I-95 will also increase the resiliency of the highway against future rainstorm events. The highway will be elevated in strategic locations and major water conveyance structures will be upgraded to provide greater protection for I-95 during and following storms as the Lumber River drains the primary watersheds. Portions of I-95 were closed for several days due to flooding during hurricanes Matthew and Florence, emphasizing the need to improve the interstate to be more resilient against future storm events. Along with reduced mobility, periods of inoperability impede emergency services, interstate commerce, and erodes military preparedness.

The purposes of improving this section of I-95 are to help relieve congestion, improve mobility, and enhance the resiliency of the highway to storm events such that it can continue to serve as a primary East Coast route through the project design year of 2040.

C. Categorical Exclusion Action Classification:

Type III

D. Proposed Improvements:

The proposed project will add two through travel lanes in each direction and increase the total number of lanes on this section of I-95 from four to eight. The project will also modernize interchanges and elevate vulnerable sections of the interstate to enhance resiliency against future rainstorm events. Existing bridges at interchanges, overpasses, and river crossings will be replaced as necessary to accommodate the widened and/or elevated roadway. Drainage culverts will be upgraded or replaced as necessary to accommodate 100-year storm volumes. To minimize the project footprint and reduce impacts to

surrounding human and natural environmental features, extensive use of retaining walls is recommended. Using retaining walls will allow the majority of the described improvements to remain within the existing right of way.

Areas where additional right of way or easement may be required are generally located at each of the three interchanges being re-configured along the corridor (Exits 17, 19, and 20). The need for additional right of way is expected around the proposed bridge replacements at VFW Road and the Lumber River, along with the culvert replacements at Fivemile Branch and Meadow Branch. Finally, additional right of way and easement areas are located where the realignment or regrading of parallel service roads would be required. This includes sections of Kenric Drive, Jonathan Drive, Cox Road, Hester Drive, Lackey Street, Capuano Street, Dawn Drive, and Kahn Drive. As currently proposed, the project would also result in the removal of Hackett Street along the west side of I-95. See Figures 2A-2H in Appendix A for location and illustration of the major elements of this work.

E. Special Project Information:

Alternatives

In addition to the recommended improvements, the following alternatives to the proposed widening were considered:

- No-Build Alternative
- Alternate Modes of Transportation Alternative
- Transportation System Management Alternative
- Widen/Raise Roadway with earthen slopes

The No-Build Alternative does not propose any changes to I-95 within the study area aside from projects that are currently under construction or programmed in the 2020-2029 State Transportation Improvement Program (STIP). The No-Build Alternative would neither increase the traffic carrying capacity of I-95 within the study area nor provide additional storm resiliency needed to maintain the integrity of the corridor so that it can continue to serve as a primary East Coast transportation route through the project design year of 2040. Since the No-Build Alternative does not fulfill the primary purposes of the project or address the area transportation needs, it is not recommended.

The Alternate Modes of Transportation Alternative would include increasing ridership and freight on mass transportation modes like buses, railroads, and airplanes to reduce the number of vehicles that would use I-95 daily. While this option could reduce congestion on I-95, it would not provide nearly the same level of congestion reduction as the recommended alternative. As well, the Alternate Modes of Transportation Alternative would not modernize the infrastructure or provide any storm resiliency improvements needed to support the remaining buses, trucks, and automobiles that would still use I-95. Since the Alternate Modes of Transportation Alternative does not fulfill the primary purposes of the project or address the area transportation needs, it is not recommended.

The Transportation System Management (TSM) Alternative includes operational or physical improvements to increase the available capacity of a roadway within the existing right of way with minimum capital expenditures and without reconstructing or adding through lanes to the existing road. Operational changes are largely administrative in nature while physical improvements are typically more capital intensive. Examples of operational changes include traffic law enforcement, speed restrictions, and access control. Physical improvements would include striping, signing, and minor realignments. TSM improvements are best suited for areas with capacity or safety deficiencies in specific locations. The capacity issues, antiquated infrastructure, and flood-prone portions of the highway are widespread through the project area and require more intensive solutions than those provided by TSM. For these reasons, the Transportation System Management Alternative would not satisfy the project purpose or fulfill the transportation need and is not recommended.

The Widen/Raise Roadway with Earthen Slopes Alternative would add two through lanes in each direction on I-95 bringing the total number of through lanes to eight. This alternative would also modernize interchanges and elevate vulnerable sections of the interstate to enhance resiliency against future

rainstorm events. Existing bridges at interchanges, overpasses, and river crossings will be replaced as necessary to accommodate the widened and/or elevated roadway. Drainage culverts will be upgraded or replaced as necessary to accommodate 100-year storm volumes. Although this option fulfills the transportation need and satisfies the project purposes, the combination of raising the roadway and using earthen slopes through the length of the project would result in wholesale relocation of the existing service roads that parallel most of I-95 in the project area, thereby increasing the human and natural environmental impacts of the project. For these reasons, the Widen/Raise Roadway with Earthen Slopes Alternative is not recommended.

Flood Protection

Portions of I-95 within the project limits have historically been vulnerable to flooding from the Lumber River and its tributaries during storm events. In October 2016, Hurricane Matthew caused flooding that overtopped I-95 in several locations, forcing a four-day shutdown of the highway while floodwaters receded. In September 2018, Hurricane Florence inundated the highway with floodwaters prompting a nine-day detour through Tennessee for normal users of I-95 while floodwaters receded. Within the project limits, the portions of the highway between Exit 17 (Caton Road) and Exit 19 (Carthage Road) have been susceptible to flooding from the Lumber River during storm events. As well, a portion of I-95 north of Exit 20 (N Roberts Avenue) has been flooded by Fivemile Branch and Meadow Branch, both tributaries to the Lumber River.

Extensive hydraulic modeling was conducted to determine the recommended vertical elevation of I-95 that will provide additional resilience against future storm events as well as the dimensions of bridges and culverts that convey the Lumber River and its tributaries. The model was calibrated using empirical data collected during hurricanes Matthew and Florence, including high water marks and actual storm hydrographs. Numerous storm intensities were tested with the model (I-6064 Hydraulics and Hydrology Reports are available upon request and are located with the project files on the Connect NCDOT site) and assessed by the NCDOT technical team. After careful consideration of the level of resilience that could be expected on I-95, the team recommended designing structures and elevating I-95 to accommodate the 100-year design storm with 1.5 feet of additional freeboard along the interstate mainline and 2.0 feet of additional freeboard at the bridges.

The portion of I-95 through and adjacent to Exit 17 will be elevated between three feet to five feet on average. Heading north, I-95 will be elevated as much as twelve feet to provide adequate clearance over the CSX railroad line parallel to VFW Road and to provide adequate flood resilience near the Lumber River. The bridges that carry I-95 over the Lumber River will be replaced with a single structure approximately 500 feet long that will allow greater water conveyance than the existing shorter structures. Just north of Exit 20 near Fivemile Branch and Meadow Branch, the mainline of I-95 will be elevated between four and six feet to provide a desired level of resilience to the 100-year design storm. The existing dual 10-foot by 8-foot reinforced concrete box culvert (RCBC) at Meadow Branch is recommended to be replaced with a triple 10-foot by 11-foot RCBC. At Fivemile Branch, the dual 10-foot by 8-foot RCBC will be replaced with a triple 10-foot by 11-foot RCBC. Both culverts at Meadow Branch and Fivemile Branch will be buried one foot. The increased sizes of the culverts at both Meadow Branch and Fivemile Branch will provide additional conveyance and have been sized to accommodate flows from a 100-year storm event. As an interim flood mitigation measure, a 560-foot section of median barrier wall will be replaced with 560 foot of slotted median barrier wall to reduce backwater issues in the area at Fivemile Branch and Meadow Branch. This measure will be in place until the project is constructed.

Interchange Modifications

Three interchanges will be reconstructed as part of the project. These include the interchanges of I-95 with NC 72/Caton Road (Exit 17), SR 1536/Carthage Road (Exit 19), and NC 211/N Roberts Avenue (Exit 20). The bridges will be rebuilt to accommodate the widened and elevated interstate. As well, the interchanges will be reconfigured to optimize traffic operations. As project design continues, traffic maintenance strategies and potential detour routes will be evaluated to minimize traffic impacts during project construction. Any additional impacts that may result from temporary signals or detour routes will be assessed in a separate environmental analysis as needed. Wholesale reconstruction is not expected at either the I-74/US 74 (Exit 13) interchange or the US 301/Fayetteville Road (Exit 22) interchange,

excepting some ramp alterations at Exit 22. The following major elements of work are anticipated at interchanges within the project limits:

Exit 17 (I-95/NC 72 Caton Road) – The existing interchange configuration in this location is a diamond interchange with signalized intersections at the ramp terminals with Caton Road. The proposed improvements retain the basic diamond configuration but will rebuild the bridge over I-95 to accommodate the widened and elevated interstate. The bridge will provide dual left turn lanes accessing each the northbound and southbound entrance to I-95. The entrance ramps will both include two lanes before tapering down to one before meeting the I-95 mainline. Two through lanes will be provided across the new bridge in both the eastbound and westbound direction on NC 72 (Caton Road). Current plans limit construction activities west of I-95 on Caton Road to just east of the existing bridge over the Lumber River and will not replace the Caton Road bridge over the river.

For traffic exiting southbound I-95, dual left turn lanes will be provided to access eastbound Caton Road as well as an exclusive right turn lane for westbound Caton Road. The ramp will be lengthened and relocated slightly to the west to improve interchange ramp storage and interchange geometry. This will result in relocating a portion of Cox Road to the west to accommodate the proposed ramp improvements.

For traffic exiting northbound I-95, dual right turn lanes will provide access to eastbound Caton Road and a shared through and right turn lane will provide access to westbound Caton Road traffic. The ramp will be lengthened and relocated slightly to the east to improve interchange ramp storage and interchange geometry.

Other major elements of work at this interchange include relocating the northbound ramp accessing I-95 slightly to the east to improve interchange geometry. As well, sidewalks will be added on both sides of 5th Street within the project limits in accordance with the Comprehensive Transportation Plan (CTP). The proposed improvements along 5th Street and other routes in the project area can be viewed in Figures 2A-2J.

Exit 19 (I-95/Carthage Road) – The existing interchange configuration in this location is a diamond interchange with unsignalized intersections at the ramp terminals with SR 1536 (Carthage Road). The proposed improvements will retain the basic diamond configuration but will rebuild the existing bridge over I-95 to accommodate the widened and elevated interstate and provide roundabouts at the ramp terminals to manage traffic ingress and egress. Currently, Capuano Street directly intersects with the northbound entrance ramp from Carthage Road to I-95. This condition will be revised such that Capuano Street will access the proposed “elongated” roundabout on the east side of the interchange.

Each of the ramps providing access to eastbound and westbound Carthage Road from I-95 will be reconstructed to provide greater storage space and interchange geometry. As well, each ramp providing access to northbound and southbound I-95 from Carthage Road will be reconstructed to provide better geometry. A portion of the service road on the west side of I-95 (Lackey Street) will be relocated to accommodate the proposed ramp improvement and minimize impacts to the businesses located in the northwest quadrant of the interchange. As well, a portion of the service road on the east side of I-95 (Capuano Street) will be reconstructed near the interchange to accommodate the new tie-in to the proposed roundabout and to accommodate ramp improvements and widening on mainline I-95.

Other major elements of work at this interchange include the provision of a 10-foot wide multiuse path on the south side of the proposed bridge carrying Carthage Road across I-95. The multiuse path would continue on the south side of Carthage Road west of I-95 to the relocated intersection with Lackey Street. A sidewalk is proposed on the north side of Carthage Road west of I-95 to provide connectivity from the proposed multiuse path to the businesses located adjacent to the northwest quadrant of the interchange on Lackey Street.

East of I-95, sidewalks are proposed on both sides of Carthage Road to the eastern project limits near Velcord Drive and Delmar Street. The multiuse path will transition to a sidewalk east of the northbound I-95 exit ramp onto Carthage Road.

Exit 20 (I-95/NC 211 N Roberts Avenue) – The existing interchange at this location is a partial cloverleaf with loops in the northwest and southeast quadrants providing access from N Roberts Avenue to I-95 in

both the northbound and southbound directions. Ramps signalized at N Roberts Avenue are provided in each quadrant to provide the remainder of the moves between I-95 and N Roberts Avenue. The proposed improvements will replace the interchange with a diverging diamond type configuration. The loops will be removed and the ramps will be reconstructed to accommodate the diverging diamond interchange. Due to the proposed interchange geometrics combined with the existing topography, some impacts to the service roads at each of their approaches to N Roberts Avenue are anticipated.

A portion of Kahn Drive will be reconstructed east of its current location near the northeast quadrant of the proposed interchange. The reconstruction will impact a parcel of land that recently contained a hotel and restaurant but is planned for redevelopment by a private developer. Near the northwest interchange quadrant, a portion of Dawn Drive will be reconstructed in association with replacing the culverts at Meadow Branch and Fivemile Branch requiring some additional right of way and easement from land currently owned by the City of Lumberton adjacent to French Park. Some right of way and easement are anticipated near the southwest quadrant of the interchange to accommodate the new interchange ramp and rebuild Lackey Street. The proposed changes to Lackey Street will impact some parking for a retail area. Finally, a portion of Capuano Street will be slightly realigned near the southeast interchange quadrant to accommodate ramp construction for the diverging diamond interchange. The changes to Capuano Street are anticipated to impact parking for a retail store, two hotels, and a restaurant adjacent to the road.

Other major elements of work at this interchange include the provision of a multiuse path across one of the interchange bridges to connect proposed sidewalks on both sides of N Roberts Avenue east of I-95 with a proposed multiuse path on the south side of N Roberts Avenue west of I-95 and a sidewalk on the north side of N Roberts Avenue west of I-95 to the western project limits.

Wetlands and Streams

Water resources in the study area are part of the Lumber River basin [U.S. Geological Survey (USGS) Hydrologic Unit 03040203]. A total of 37 jurisdictional wetlands were identified within the study area. As currently proposed, the project is anticipated to result in impacts to seven jurisdictional wetlands, or a total of 5.37 acres. A review of project impacts to these resources is provided in the table below.

Calculated Wetland Impacts

Map ID	NCWAM Classification	Hydrologic Classification	Area in Study Area (ac.)	Impacts (ac.) ¹
WAD	Riverine Swamp Forest	Riparian	1.06	0.02
WAE	Riverine Swamp Forest	Riparian	39.31	1.50
WAJ	Riverine Swamp Forest	Riparian	6.95	0.05
WCC	Riverine Swamp Forest	Riparian	35.67	2.43
WK	Riverine Swamp Forest	Riparian	4.32	0.19
WW	Riverine Swamp Forest	Riparian	30.97	0.74
WX	Non-Tidal Freshwater Marsh	Riparian	0.85	0.44
Total Impacts				5.37

¹ ac = acres. Calculated impacts are based on slope stake limits of the preliminary design plus 25 feet.

A total of 17 jurisdictional streams (mitigable) and 42 surface waters were identified in the study area. All jurisdictional streams in the study area have been designated as warm water streams for the purposes of stream mitigation. As currently proposed, the project is anticipated to result in impacts to five jurisdictional streams, or a total of 960 linear feet. A review of the anticipated project impacts to these resources is provided in the table below.

Calculated Stream Impacts

Map ID	Class ¹	Compensatory Mitigation	Length in Study Area (lf) ²	Impacts (lf) ²
Fivemile Branch	Perennial	Mitigable	2,495	384.2
Lumber River	Perennial	Mitigable	6,259	201.0
Meadow Branch	Perennial	Mitigable	1,506	184.9
Saddletree Swamp	Perennial	Mitigable	1,691	60.7
SM	Perennial	Mitigable	1,512	129.2
Total Impacts (Mitigable)				960.0
TAC	TribWoUS	Non-Mitigable	426	40.2
TAD	TribWoUS	Non-Mitigable	104	32.7
TAE	TribWoUS	Non-Mitigable	309	57.4
TAF	TribWoUS	Non-Mitigable	283	86.4
TAG	TribWoUS	Non-Mitigable	149	94.1
TJ	TribWoUS	Non-Mitigable	5	4.8
TL	TribWoUS	Non-Mitigable	324	77.1
TZ	TribWoUS	Non-Mitigable	590	26.5
Total Impacts (Non-Mitigable)				419.2

¹ TribWoUS = Tributary waters of the U.S.

² lf = Linear feet. Calculated impacts are based on slope stake limits of the preliminary design plus 25 feet.

No stream in the study area has been designated as an Outstanding Resource Water (ORW). The Lumber River within the study area and upstream (west) of I-95 is designated as High Quality Waters (HQW). Sections of the Lumber River that are upstream (west) of a City of Lumberton raw water supply intake (located approximately 0.5-mile upstream of I-95) are also classified as Water Supply Waters (WS-IV). Back Swamp is also classified as WS-IV.

Area near the crossing of VFW Road/CSX Railroad and immediately west of I-95 is located within the Lumber River (Lumberton) Water Supply Watershed Critical Area. This Critical Area is associated with the City of Lumberton raw water supply intake approximately 0.5 mile upstream of the bridge carrying I-95 over the Lumber River. Additional area west of I-95 between I-74/US 74 (Exit 13) and VFW Road/CSX Railroad is located within a HQW Water Management Zone surrounding the Lumber River.

The North Carolina 2018 Final 303(d) list of impaired waters does not identify any stream within the study area as an impaired water.

Noise Analysis

The source of this traffic noise information is the *Draft Traffic Noise Report, I-95 From I-74 (Exit 13) to US 301 (Fayetteville Road) (Exit 22)*, Ramey Kemp Associates dated December 2020. This report is under review by NCDOT and expected to be finalized by early 2021.

Summary

A traffic noise evaluation was performed that identified three noise barriers that preliminarily meet feasibility and reasonableness criteria found in the NCDOT Traffic Noise Policy. A more detailed analysis will be completed during project final design. Noise barriers preliminarily found to be feasible and reasonable during the preliminary noise analysis may not be found to be feasible and reasonable during the final design noise analysis due to changes in proposed project alignment and other design considerations, surrounding land use development, or utility conflicts, among other factors. Conversely, noise barriers that preliminarily were not considered feasible and reasonable may meet the established criteria and be recommended for construction. This evaluation was conducted in accordance with the highway traffic noise requirements of Title 23 CFR Part 772.

In accordance with NCDOT Traffic Noise Policy, the federal/state governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion (CE). NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.

Traffic Noise Impacts

The maximum number of receptors in each project alternative predicted to become impacted by future traffic noise is shown in the table below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the Federal Highway Administration (FHWA) Noise Abatement Criteria or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

Predicted Traffic Noise Impacts by Alternative*

Traffic Noise Impacts				
Alternative	Residential (NAC B)	Places of Worship/Schools, Parks, etc. (NAC C & D)	Businesses (NAC E)	Total
Design Year 2040 Build Conditions	102	16	6	124

**Per TNM 2.5 and in accordance with 23 CFR Part 772*

Traffic Noise Abatement Measures

Measures for reducing or eliminating the traffic noise impacts, including noise barriers, were considered for all impacted receptors in each alternative. Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

Noise Barriers

A noise barrier evaluation was conducted for this project utilizing the Traffic Noise Model (TNM 2.5) software developed by the FHWA. The following table summarizes the results of the evaluation.

Preliminary Noise Barrier Evaluation Results

NSA	Noise Barrier Location	Length / Height ¹ (feet)	Square Footage	Number of Benefited Receptors	Square Feet per Benefited Receptor / Allowable Square Feet per Benefited Receptor	Preliminarily Feasible and Reasonable ("Likely") for Construction ²
1	NW1 – Adjacent to Kenric Road	1,200/11	13,022	6	2,170/1,500	No ⁴
2	NW2A – Adjacent to 5 th Street	900/13	11,670	2	5,835/1,500	No ⁴
2	NW2B – Adjacent to 5 th Street and Contempora Drive	1,740/11	19,740	13	1,498/1,500	Yes
2	NW2C – Adjacent to Cottonwood Drive	960/13	12,000	3	4,000/1,500	No ⁴
4	NW4A – Adjacent to Hester Drive	780/17	13,469	3	4,490/1,500	No ⁴
4	NW4B – Adjacent to West Lumberton Baptist Church	1,200/25	29,396	0	NA/1,500	No ³
4	NW4C – Adjacent to Luther Britt Park	1,260/13	15,988	2	7,994/1,500	No ⁴
6	NW6 – Adjacent to Capuano Street	1,740/17	29,190	25	1,168/1,500	Yes
7	NW7 – Adjacent to Dawn Drive and Wellington Road	3,800/14	53,202	41	1,298/1,500	Yes
8	NW8 – Adjacent to Kahn Drive	960/12	11,640	3	3,800/1,500	No ⁴
10	NW10 – Adjacent to Hill Street	1,200/11	12,961	3	4,320/1,500	No ⁴

¹Average wall height. Actual wall height at any given location may be higher or lower.

²The likelihood of a barrier's construction is preliminary and subject to change, pending completion of final design and the public involvement process.

³Barrier is not feasible due to an inability to achieve a minimum of 5 dB(A) of noise reduction for at least two impacted receptors.

⁴Barrier is not reasonable due to the quantity per benefited receptor exceeding the allowable quantity per benefited receptor OR Barrier is not reasonable due to an inability to achieve at least 7-dBA noise reduction for at least one benefited receptor.

Public and Stakeholder Involvement

Start of Study Notification – February 24, 2020:

Start of Study Notifications were sent via US Mail and email that contained general project information and mapping. Recipients were asked to provide comments on the proposed project. Recipients of the Start of Study Notifications included local and elected officials in the City of Lumberton and Robeson County, the Lumber River Council of Governments, the Catawba Cultural Preservation Project, and the Lumbee Tribe of North Carolina.

In addition, the Start of Study Notification was provided to federal and state regulatory and resource agencies including the US Environmental Protection Agency, US Fish and Wildlife Service, the US Army Corps of Engineers, US Coast Guard, US Forest Service, National Park Service, and the North Carolina State Clearinghouse.

The Catawba Cultural Preservation Project had no immediate concerns but requested notification if Native American artifacts and/or human remains are located during the ground disturbance phase of the project.

Other comments received included various requests for general information to be included in the environmental documentation for the project, identification of potential permit requirements, general preferences for stormwater treatment, and recommendations on minimization techniques that could be applied in later design phases and the construction phase of the project.

Agency Introduction Meeting – March 17, 2020:

A meeting was held via teleconference in advance of field review to familiarize US Army Corps of Engineers (USACE), the National Park Service (NPS), and NC Division of Water Resources staff with general project information. The Agency Introduction Meeting included a presentation that included a project overview, discussion of the need for and purpose of the proposed project, known environmental features, proposed typical sections, and the project schedule and funding.

During this meeting, NPS noted the designation of the Lumber River as a National Wild & Scenic River. For the purposes of conducting a Section 7(a) determination under the federal Wild and Scenic Rivers Act, NPS will work with FHWA and USACE as the federal funding and permitting agencies. NPS will need to determine whether the proposed project has a direct and adverse effect on the river's Outstandingly Remarkable Values (ORVs) such as free flow, water quality, and scenery.

Newsletter – May 2020:

NCDOT distributed approximately 750 copies of an informational newsletter to citizens and local officials with properties or interest in the project study area. The newsletter provided an overview of the project proposal, an explanation of the project purpose, preliminary schedule information, and a general explanation of the project development process. Recipients were also invited to submit comments via the project website, email, letter, or telephone call to the project team.

Public and Local Officials Meetings – September 22 and 29, 2020:

NCDOT held two meetings as part of the effort to involve local stakeholders and the public in the planning and design for the subject project. A virtual Local Officials Informational Meeting was held on September 22, 2020 from 2 – 3 p.m. via teleconference. The project team provided attendees a preview of discussions that would be provided at the virtual public meeting, including information on the project background, a high-level review of the proposed improvements and functional level design, the current schedule, and the next steps. Attendees were invited to comment on the presentation. No comments were provided at the Local Officials Informational Meeting.

A subsequent live virtual Public Meeting was held by NCDOT on September 29, 2020 from 6-7 p.m. Approximately two weeks ahead of the meeting, the project website was updated and included a video summary of the proposed improvements, a flyover style visualization developed from the functional design plans, a printable informational “handout,” public meeting maps, stormwater and drainage information, and general noise assessment information. The public meeting was advertised via legal ads posted in local newspapers, approximately 1,735 postcards sent to residents in the study area, notification on the NCDOT project website, and radio and social media advertisements.

A total of 134 individuals signed-in to the meeting, and 26 comments were received during the public meeting. Citizens were invited to comment on the project via e-mail and telephone before and following the virtual public meeting. An additional 37 comments were received outside of the virtual public meeting via emails, comments on the project page, or phone calls. Although several of the comments were unique and specific to designated locations along the project, there were also some general questions related to:

- Flooding and Hydrology
- Project Schedule
- Construction Impacts
- Effects to Service Roads
- Noise Impacts and Mitigation
- Drainage Structures
- Multimodal Accommodations
- Other Miscellaneous Design Comments

Lumber River – Section 7(a) of Wild and Scenic Rivers Act Coordination Meeting – December 2, 2020

An interagency review meeting was held via teleconference on December 2, 2020. The purpose of the meeting was to review functional bridge design information with NPS and FHWA representatives and determine appropriate commitments to carry forward in documentation as the project moves forward into more detailed hydraulic and structural design. Along with reviewing the proposed bridge design information, a Draft Aesthetic Analysis was developed by the NCDOT Landscape Design & Development Section and provided to NPS and FHWA representatives.

It was determined that sufficient bridge design information does not currently exist to satisfy the requirements of Section 7(a) of the Wild and Scenic Rivers Act at this time. As such, NCDOT has committed to continue coordination with NPS and FHWA as structural and hydraulic design progresses.

Lumber River – NC Natural and Scenic River and Paddle Trail Coordination Meeting – December 8, 2020

An interagency review meeting was held via teleconference on December 8, 2020. Similar to the previous meeting with NPS, the purpose of the meeting was to review functional bridge design information with representatives from the North Carolina Division of Parks and Recreation (NCDPR) and FHWA. The NCDPR noted they share administration of the Lumber River with the NPS. The recently completed Lumber River State Park Master Plan was discussed, particularly in relation to the management objectives of the Lumber River in the vicinity of I-95. Additional discussion included the status of the Lumber River as a designated NC Natural and Scenic River and part of the North Carolina Trails System.

The NCDPR also indicated their representatives typically work closely with the NPS to ensure compliance under Section 7(a) of the Wild and Scenic Rivers Act within North Carolina. It was determined that sufficient bridge design information does not currently exist to satisfy Section 7(a) or related statutes under North Carolina law at this time. As such, NCDOT has committed to continue coordination with NCDPR, NPS, and FHWA as structural and hydraulic design progresses.

Potential Section 4(f) Resources

Eight resources were identified within the project study area that would potentially be protected under Section 4(f) of the Department of Transportation Act. These include the Lumber River, the Lumber River State Park, the McNeil's Bridge Boat Launch, Luther Britt Municipal Park and Riverwalk Greenway, PC Brooks Municipal Playlot, French Municipal Park, Jennings Mill, and the Tanglewood Historic District. Each property was identified in advance of preparing functional roadway designs. As currently designed, four of the resources have been avoided and three resources have been assessed by the Federal Highway Administration and found to have *de minimis* impacts from the project. One resource was determined by the FHWA to not be protected under Section 4(f).

- A portion of the Lumber River State Park is located with frontage along Kenric Drive just west of I-95. The access road/drive is not signed for public use or park access and appears to be in use by adjacent commercial properties on Kenric Drive. As currently proposed, the project would not impact this resource.
- McNeil's Bridge Boat Launch (North Carolina Wildlife Resources Commission) is located near the southwestern quadrant of Exit 17 on the northern bank of the Lumber River. The launch is accessed from Kenric Drive. There are no public facilities at the launch site and parking areas are unpaved. As currently proposed, the project would not impact this resource.
- Luther Britt Municipal Park and Riverwalk Greenway are both located along the east side of I-95 in the vicinity of Crystal Road and the Lumber River crossing just south of Exit 19. The predominant park feature is a large pond/reservoir encompassed by a segment of the Riverwalk greenway/trail which extends from the park property east into Lumberton. As currently proposed, the project would not impact this resource.
- The Lumber River is designated National Wild & Scenic/NC Natural & Scenic as it passes along the northern side of Luther Britt Park and Riverwalk trail. Along with being a Wild & Scenic River, the Lumber River is also designated as an NC Paddle Trail in this location. On the opposite/western side of the I-95 corridor, properties along both sides of the Lumber River are under ownership of the City of Lumberton as well as the Lumber River Conservancy (NGO). At this location on the I-6064 project corridor, the existing bridges carrying I-95 across the river will be replaced as part of the project. After meeting with the NPS and NCDPR and review of the Lumber River State Park Master Plan, the FHWA did not find evidence of the Lumber River as it crosses beneath I-95 as a Section 4(f) resource.
- PC Brooks Municipal Playlot is a small public park with playground equipment located in the northeastern quadrant of the Capuano Street and W 24th Street intersection. Right of way and easement impacts were anticipated to this park under previous NCDOT STIP Project I-5879 (Carthage Road Interchange Improvements). These impacts included approximately 653 square feet (ft²) of permanent right of way and an additional 108 ft² of temporary construction easement. Impacts were anticipated to the existing fencing and landscaping in this portion of the park, though direct impacts to the playground equipment were not expected. A *de minimis* finding was made by FHWA regarding these impacts in 2017. Under the current NCDOT Project I-6064, some right of way and easement impacts are occurring in the same location of the PC Brooks Municipal Playlot, however overall square footage of impacts has been reduced. As such, FHWA has determined additional 4(f) coordination regarding impacts to this resource was unnecessary.
- French Park is located in the northwestern quadrant of Exit 20 with frontage along NC 211. The park is operated by the City of Lumberton and provides a playground, walking trail, wooded park, picnic tables, and paved parking lot. The park does not currently have driveway access along NC 211 and is accessed via Kings Cross Road. A segment of multiuse path is currently proposed in along the north side of NC 211 in the vicinity of this park. As currently proposed, the project would not impact this resource.

- Jennings Mill is located east of I-95 near the Exit 19 interchange at Carthage Road on the south side of Carthage Road. The site is eligible for inclusion on the National Register of Historic Places under Criterion C and the northern side of the historic boundary extends to Carthage Road. The proposed design will add sidewalks and likely move a utility pole in the northwest corner of the boundary for this historic property. The property will be affected by acquisition of right of way, a temporary construction easement, and a permanent utility easement. There are two trees within the easement. NCDOT, NC State Historic Preservation Office (HPO), and FHWA agreed there will be no adverse effect to this historic property with commitments for tree protection during construction, and FHWA will use HPO's concurrence on this effects finding to reach a *de minimis* finding under Section 4(f) of USDOT regulations.
- Tanglewood Historic District is located east of I-95 between the Exit 19 interchange and the Exit 20 interchange at NC 211 (N Roberts Avenue). The district is likely eligible for inclusion on the National Register of Historic Places under Criterion C for Architecture and under Criterion A for Community Planning and Development. The Traffic Noise Report identifies a "likely" noise barrier within the NCDOT existing right of way adjacent to the western boundary of the Tanglewood Historic District near the I-95 service road (Capuano Street). The current design plans indicate no trees will be removed for the potential construction of a noise barrier and no visual intrusions are anticipated to the historic district. There would be no effect to the Tanglewood Historic District under these conditions resulting from a noise wall if it is constructed. The current design plans would raise N Roberts Avenue, which will in turn elevate Rowland Avenue. The house located at 301 N 36th Street is within the boundary for the Tanglewood Historic District and a temporary construction easement is proposed along the parcel line of the property. Construction would not impact the fire hydrant located adjacent to the property and driveway access to the house will be maintained during project construction. NCDOT, HPO, and FHWA agreed there is no adverse effect to the Tanglewood Historic District as a result of these construction activities and FHWA will use HPO's concurrence on this effects finding to reach a *de minimis* finding under Section 4(f) of USDOT regulations.

Project Cost Estimates

Several cost estimates were produced for the proposed project, including those for utility relocations, right of way acquisition, and construction costs. A review of these costs in comparison to the STIP cost estimates is provided below.

	NCDOT STIP^{1,2}	I-6064 Project Estimates
Preliminary Engineering	\$10,000	N/A
Utility Relocation	\$10,794,000	\$10,515,250
Right of Way	\$10,516,000	\$1,200,000
Construction	\$273,001,000	\$418,600,000
TOTAL	\$294,321,000	\$430,315,250

¹ STIP Cost estimates based on NCDOT 2020-2029 Current STIP (November 2020)

² The STIP notes Project I-6064 will be let with Project I-5879 (Carthage Road Interchange Improvements), which has an additional estimated cost of \$13.54 million.

F. Project Impact Criteria Checklists:

F3. Type III Actions			
<p>Proposed improvement(s) that fit Type III Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix C) answer questions below.</p> <ul style="list-style-type: none"> <i>NCDOT will certify the Categorical Exclusion for FHWA approval.</i> <i>If any questions are marked "Yes" then additional information will be required for those questions in Section G.</i> 			
		Yes	No
1	Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Does the project impact anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Areas of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Type III Actions (continued)		Yes	No
17	Does the project require a US Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19	Does the project involve Coastal Barrier Resource Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project impact federal lands (e.g. US Forest Service (USFS), US Fish and Wildlife Service (USFWS), etc.) or Tribal (Trust) Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Will maintenance of traffic cause substantial disruption?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
24	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, TVA, Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project involve Federal Emergency Management Act (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Is the project in an Air Quality non-attainment or maintenance area for a National Ambient Air Quality Standard (NAAQS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

Question 1 - Does the project involve potential effects to Threatened or Endangered species listed by the US Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?

As of July 17, 2020 the United States Fish and Wildlife (USFWS) lists four federally protected species, under the Endangered Species Act (ESA) for Robeson County. For each species, a discussion of the presence or absence of habitat is included below along with the Biological Conclusion rendered based on survey results in the study area.

ESA federally protected species listed for Robeson County

Scientific Name	Common Name	Federal Status	Habitat Present	Biological Conclusion
<i>Alligator mississippiensis</i>	American alligator	T (S/A)	Yes	Not Required
<i>Picoides borealis</i>	Red-cockaded woodpecker	E	Yes	No Effect
<i>Mycteria americana</i>	Wood stork	T	Yes	May Affect, Not Likely to Adversely Affect
<i>Rhus michauxii</i>	Michaux's sumac	E	Yes	No Effect

E – Endangered, T – Threatened, T(S/A) - Threatened due to similarity of appearance

Wood Stork:

The Biological Conclusion for the Wood Stork (*Mycteria americana*) is May Affect, Not Likely to Adversely Affect. Suitable habitat for the wood stork is present in the study area in the form of wetlands, swamps and canals; however, no individuals were observed during a site visit conducted on June 23, 2020. A review of NCNHP records updated on July 22, 2020 indicates no known occurrences within 1.0 mile of the study area. Per Division 6 coordination with USFWS, the biological conclusion for the Wood stork is May Affect, Not Likely to Adversely Affect.

Question 6 - Does the project include a determination under Section 4(f)?

Identification efforts resulted in one historic property and one historic district determined eligible for National Register of Historic Places (NRHP) listing within the current project Area of Potential Effect (APE). In coordination with NCDOT, FHWA has taken into account the effects of its undertaking on historic properties and afforded HPO an opportunity to comment on its findings in a virtual meeting held on December 2, 2020. During the meeting, the HPO concurred with the following:

Jennings Mill (RB0693)

The proposed design for I-6064 will add sidewalks and likely move a utility pole in the northwest corner of the boundary for this historic property. The property will be affected by acquisition of right of way, a temporary construction easement, and a permanent utility easement. There are two trees within the easement. NCDOT, HPO, and FHWA agreed to there will be no adverse effect to this historic property with commitments for tree protection during construction. The HPO concurred with this determination and FHWA has subsequently reached a *de minimis* finding under Section 4(f) of USDOT regulations.

Tanglewood Historic District (RB0737)

A noise study for I-6064 is not yet complete; however, early indications are that a noise wall will likely be constructed within the NCDOT existing right of way adjacent to the Tanglewood Historic District, near the I-95 service road – Capuano Street. No trees will be removed for the construction of the noise wall, and no visual intrusions will be introduced to the historic district. There will be no effect to the Tanglewood Historic District resulting from the noise wall, if it is constructed.

The I-6064 project will raise N Roberts Avenue, which will in turn raise Rowland Avenue. The house located at 401 N 36th Street is within the boundary for the Tanglewood Historic District, and there will be a temporary construction easement along the parcel line of the property. No construction will impact the fire hydrant located adjacent to the property. Driveway access to the house will be maintained during construction. NCDOT, HPO, and FHWA agreed there is no adverse effect to the Tanglewood Historic District as a result of these construction activities.

PC Brooks Playlot

PC Brooks Municipal Playlot is a small public park with playground equipment located in the northeastern quadrant of the Capuano Street and W 24th Street intersection. A *de minimis* finding was made by FHWA regarding these impacts in 2017. Under the current NCDOT Project I-6064, some right of way and easement impacts are occurring in the same location of the PC Brooks Municipal Playlot, however overall

square footage of impacts has been reduced. As such, FHWA has determined additional 4(f) coordination regarding impacts to this resource was unnecessary.

Question 9 - Does the project impact waters classified as Outstanding Resource Waters (ORW), High Quality Waters (HQW), Water Supply Watershed Critical Areas, 303(d)-listed impaired water bodies, buffer rules, or submerged aquatic vegetation (SAV)?

All sections of the Lumber River in the I-6064 study area that are upstream (west) of the bridges carrying I-95 are classified as HQW. Area near the crossing of VFW Road/CSX Railroad and immediately west of I-95 is located within the Lumber River (Lumberton) Water Supply Watershed Critical Area (WS-IV Classification). This Critical Area is associated with an existing municipal surface water supply intake along the Lumber River approximately 0.5-mile upstream from I-95.

As currently proposed, the I-6064 project would not result in construction impacts or right of way impacts to the river in the section classified as HQW. Areas potentially draining to the WS-IV, HQW classified waters should be looked at on a site by site basis for consideration of various treatment options, including hazardous spill basins, if directly discharging to waters of the US. Stormwater runoff must be addressed in accordance with the most recent version of the NCDOT BMP Toolbox. Sedimentation and erosion control must be addressed in accordance with the most recent version of the NC Division of Land Resources Sediment & Erosion Control Planning & Design Manual.

Question 11 - Does the project require a US Army Corps of Engineers (USACE) Individual Section 404 Permit?

Under the current Section 404 permitting requirements, it is expected the project will require an Individual Permit (IP). In general, the USACE Wilmington District issues an IP for projects that result in 0.5 acre or more of fill to Waters of the US or 300 linear feet or more of stream impacts or if the project is considered by the agency to be a major action. This permit requires a full public interest review, including public notices and coordination with involved agencies, interested parties, and the general public. The final decision regarding the type of permit required to construct the project rests with the USACE.

The proposed project did not follow the formal NEPA/Section 404 Merger Process during project development due to the nature of the proposed improvements. Most of the proposed widening is contained within the current right of way limits, although limited additional right of way will need to be acquired where interchanges are being modernized at Exits 17, 19, and 20. The need for additional right of way is expected around the proposed bridge replacements at VFW Road and the Lumber River, along with the culvert replacements at Fivemile Branch and Meadow Branch. Finally, additional right of way and easement areas are located where the realignment or regrading of parallel service roads would be required. This includes sections of Kenric Drive, Jonathan Drive, Cox Road, Hester Drive, Lackey Street, Capuano Street, Dawn Drive, and Kahn Drive. Additional right of way and/or easement will be needed due to the realignment and regrading of Cox Road, VFW Road, and Hackett Street to accommodate the footprint of the City of Lumberton's flood gate project.

Coordination with agency stakeholders began with the distribution of Start of Study letters, continued with a formal Agency Introduction Meeting, and has continued further with field meetings to determine location of wetlands and streams in the project area. Minimization of unavoidable impacts will continue to be considered as designs for the project advance to right of way plans.

Question 13 - Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?

As previously noted in the response to Question 6, identification efforts resulted in one historic property and one historic district that were determined eligible for the NRHP within the project APE. During a virtual meeting held on December 2, 2020, the HPO concurred with the following:

- Jennings Mill: No Adverse Effect
- Tanglewood Historic District: No Adverse Effect

As a result of the project-level archaeological investigation, 14 new archaeological sites were recorded, including three cemeteries. While none of these sites were considered eligible for the NRHP, preservation by avoidance is recommended for the cemeteries.

Although archaeological surveys concluded the project will not adversely impact any significant or potentially significant archaeological resources, the Catawba Indian Nation asked to be notified if Native American artifacts and/or human remains are located during the ground disturbance phase of the project. The Catawba Indian Nation had no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project.

Question 14 - Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?

The NCDOT GeoEnvironmental Section identified fifty-four (54) sites of concern within the project study area. Low monetary and scheduling impacts are anticipated if any of the sites are impacted by the final project design.

Question 15 - Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?

The proposed project is anticipated to impact floodways and 100-year floodplain. As such, appropriate special coordination commitments are included on the greensheets.

Question 18 - Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?

The Lumber River as it crosses beneath I-95 in Robeson County is designated as a National Wild and Scenic River. Initial coordination has occurred between NCDOT and the National Park Service (Lumber River Wild and Scenic Administering Agency) regarding the proposed replacement of the bridges carrying I-95 over the Lumber River. Documentation of this coordination is included in Appendix B. To ensure compliance with Section 7(a) of the federal Wild and Scenic Rivers Act, additional coordination between NCDOT and National Park Service will be required as hydraulic and structural design continue through the development of final Roadway Design Plans. Appropriate special coordination commitments are included in the greensheets.

Question 21 - Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?

The project will substantively modify three interchanges within the project limits including Exit 17 (I-95/Caton Road), Exit 19 (I-95/Carthage Road) and Exit 20 (I-95/N Roberts Avenue). Detailed descriptions of the interchange modifications are described in Section E of this document. Modifications at each of these interchanges are expected to result in improved operations and safety at the interchanges and on the I-95 mainline. An Interchange Access Request (IAR) will be completed by NCDOT prior to project construction.

Question 23 - Will maintenance of traffic cause substantial disruption?

The project involves constructing two additional lanes in each direction as well as multiple interchange re-configurations. Additionally, multiple hydraulic structures will be replaced. Traffic maintenance will likely cause periodic disruption that will be minimized through developing work zone traffic control plans and coordinating with localities as design continues. Use of off-site detours is not anticipated for extended periods of time, however, further design needs to be completed to provide a more definitive assessment. Any additional impacts that may result from temporary signals or detour routes will be assessed in a separate environmental analysis as needed.

Question 27 - Is the project considered a Type I under the NCDOT's Noise Policy?

The project meets the conditions as a Type I project under the NCDOT Noise Policy. As such, a noise evaluation has been conducted and mitigation measures have been identified (See Special Project Information in Section E).

Question 28 - Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?

Farmland soils eligible for protection under FPPA are present within the project footprint. Based on the current functional design slope stakes plus 25 feet, approximately 12.5 acres, including 5.1 acres of prime farmland and 7.4 acres of statewide important farmland are expected to be directly impacted/converted. The preliminary screening of farmland conversion impacts as a result of the project has also been completed (NRCS Form CPA-106 for corridor projects, Part VI), resulting in a total score of 73 points for the I-6064 project site (see Appendix C). Since the total site assessment score exceeds the 60-point threshold established by NRCS, notable project impacts to eligible soils are anticipated. Given that notable project impacts to eligible soils may be anticipated, the NCDOT Project Development Engineer should coordinate completion of the NRCS farmland conversion form post-design and submission to NRCS for further evaluation.

H. Project Commitments (attach as Green Sheet to CE Form):**NCDOT PROJECT COMMITMENTS**

STIP Project No. I-6064
 I-95 improvements from Exit 13 (I-74/US 74) to Exit 22
 (US 301 Fayetteville Road) in Lumberton
 Robeson County
 Federal Aid Project No. FA# 0095077
 WBS Element 49067.1.1

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section – Section 7(a) of Wild and Scenic Rivers Act Compliance

The NCDOT will continue coordination with the National Park Service for the proposed replacement of Bridge Numbers 770146 and 770147 carrying I-95 across the Lumber River just south of Exit 19 in accordance with the Wild and Scenic Rivers Act as hydraulic and structural design continue through the development of final Roadway Design Plans. Appropriate measures to preserve and protect the Outstandingly Remarkable Values (ORVs) as defined for the Lumber River will be developed in coordination with the National Park Service for the bridge replacement when more detailed information is available for the bridge design including bent locations, pile types, and construction methodology. NCDOT will provide the Bridge Survey and Hydraulic Design Report, Structure Design Plans, and a Field Analysis performed by a Registered Landscape Architect to document the potential effect of the proposed structure on the Lumber River's Free-Flowing condition and the ORVs on which the segment of the Lumber River within the project limits gained its Scenic designation.

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section – North Carolina Natural and Scenic Rivers Act of 1971 (G.S. 143B-135.140 through G.S. 143B-135.172)

The NCDOT will continue coordination with North Carolina Division of Parks and Recreation for the proposed replacement of Bridge Numbers 770146 and 770147 carrying I-95 across the Lumber River just south of Exit 19 in accordance with the North Carolina Natural and Scenic Rivers Act as hydraulic and structural design continue through the development of final Roadway Design Plans. Appropriate measures to preserve and protect the river management objectives specified in the Lumber River State Park Master Plan will be developed in coordination with the NC Division of Parks and Recreation for the bridge replacement when more detailed information is available for the bridge design including bent locations, pile types, and construction methodology. NCDOT will provide the Bridge Survey and Hydraulic Design Report, Structure Design Plans, and a Field Analysis performed by a Registered Landscape Architect to document the potential effect of the proposed structure on the Lumber River's Water Flow, Public Access, and Environmental Quality characteristics on which the segment of the Lumber River within the project limits gained its Scenic designation.

Division 6 – Catawba Indian Nation Coordination

The Catawba Cultural Preservation Project had no immediate concerns, but requested notification if Native American artifacts and/or human remains are located during the ground disturbance phase of the project.

Division 6 – City of Lumberton and Other Local Stakeholder Coordination

The Division will continue appropriate coordination with the City of Lumberton and other relevant stakeholders as design for the project continues. Specific items for further coordination include the City's proposed flood gate project at VFW Road, potential realignments of VFW Road, Cox Road, and Hackett Street, corridor lighting considerations, potential for extension of the proposed multiuse path along Dawn Drive, and aesthetic considerations for the bridge carrying Carthage Road over I-95.

Division 6 – Robeson County Work Zone Traffic Control Plan Coordination

The Division will coordinate directly with local school transportation officials in Robeson County in developing work zone traffic control plans to ensure accessibility of the Public Schools of Robeson County school bus garage along Kenric Drive is maintained throughout project construction.

Division 6 and NCDOT Community Studies – Farmland Conversion

The NCDOT Project Engineers should coordinate completion of the NRCS farmland conversion form (Form CPA- 106 for corridor projects) and submission to NRCS for further evaluation upon completion of final design plans.

Division 6 – Detour Routes and Signalization

Any additional impacts that may result from temporary signals, detour routes, or Intelligent Transportation System (ITS) improvements will be assessed in a separate environmental analysis as needed.

Division 6 and Integrated Mobility Division – Bicycle and Pedestrian Accommodations

The NCDOT Project Manager should coordinate with NCDOT Division of Bicycle and Pedestrian Transportation/Integrated Mobility Division (IMD) regarding the need for inclusion of pedestrian signals and/or other pedestrian facility enhancements. Additionally, if any other modifications are made to proposed bicycle or pedestrian facilities in final design, the NCDOT Project Manager should coordinate with NCDOT IMD to ensure compliance with the Complete Streets Policy.

NCDOT Hydraulics Unit – Floodplain Mapping Coordination

The NCDOT Hydraulics Unit will coordinate with the North Carolina Floodplain Mapping Program (FMP), the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to the applicability of NCDOT's Memorandum of Agreement with the FMP (dated April 22, 2013, modified February 5, 2015), or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

NCDOT Hydraulics Unit – Stormwater Treatment

Areas potentially draining to the WS-IV, HQW classified waters should be looked at on a site by site basis for consideration of various treatment options, including hazardous spill basins, if directly discharging to waters of the US. Stormwater runoff must be addressed in accordance with the most recent version of the NCDOT BMP Toolbox. Sedimentation and erosion control must be addressed in accordance with the most recent version of the NC Division of Land Resources Sediment & Erosion Control Planning & Design Manual.

Division 6, NCDOT Lighting Unit, and NCDOT Design-Build Unit – FAA Coordination

Additional coordination and approvals are needed with the Federal Aviation Administration and Lumberton Airport due to the proximity of the project lighting and the Lumberton Airport. The Design-Build Team will complete any necessary coordination and approvals prior to construction of the project.

Division 6, NCDOT Design-Build Unit, NCDOT Cultural Resources Unit – Tree Protection

NCDOT, HPO, and FHWA agreed there will be no adverse effect to the Jennings Mill historic property with commitments for tree protection during construction. FHWA used HPO's concurrence on this effects finding to reach a de minimis finding under Section 4(f) of USDOT regulations. NCDOT will ensure the two trees in the northwest corner of the Jennings Mill historic property are protected through construction of the project.

Division 6, NCDOT Human Environment Unit

The Draft Traffic Noise Report (TNR) is currently under review by NCDOT and will be finalized by early 2021. When completed, the TNR will be uploaded to the project Connect NCDOT site.

I. Categorical Exclusion Approval:

STIP Project No.	<u>I-6064</u>
WBS Element	<u>49067.1.1</u>
Federal Project No.	<u>FA# 0095077</u>

Prepared By:

12/29/2020

Date

DocuSigned by:

Brian Yamamoto

Brian F. Yamamoto, PE, Senior Project Development Engineer
 NV5 Engineers and Consultants, Inc.

Prepared For:NCDOT Division 6**Reviewed By:**

12/29/2020

Date

DocuSigned by:

Christy Huff

Christy W. Huff, PE, Division 6 Project Manager
 NCDOT Division 6

**Approved****Certified**

- If classified as Type III Categorical Exclusion.

12/29/2020

Date

DocuSigned by:

Greg Burns

Greg Burns, PE, Division Engineer
 North Carolina Department of Transportation Division 6

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

12/29/2020

Date

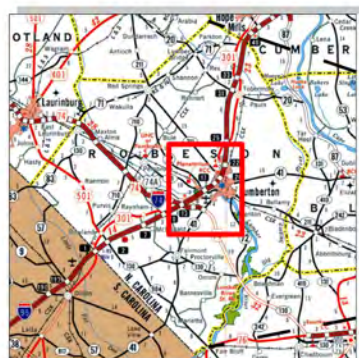
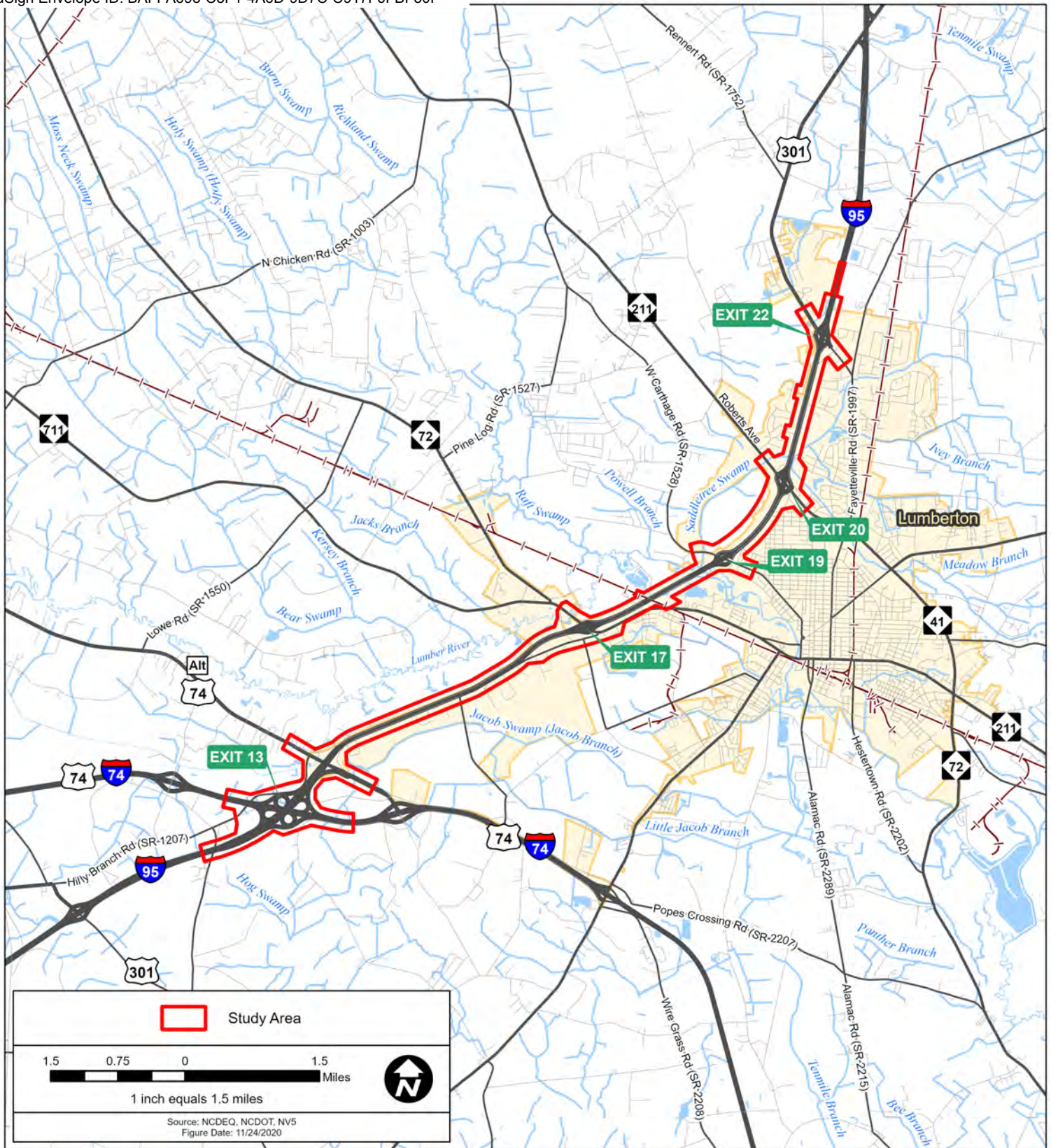
DocuSigned by:

Jane W. Bauer

for John P. Sullivan, III, PE, Division Administrator
 Federal Highway Administration

Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).

Appendix A



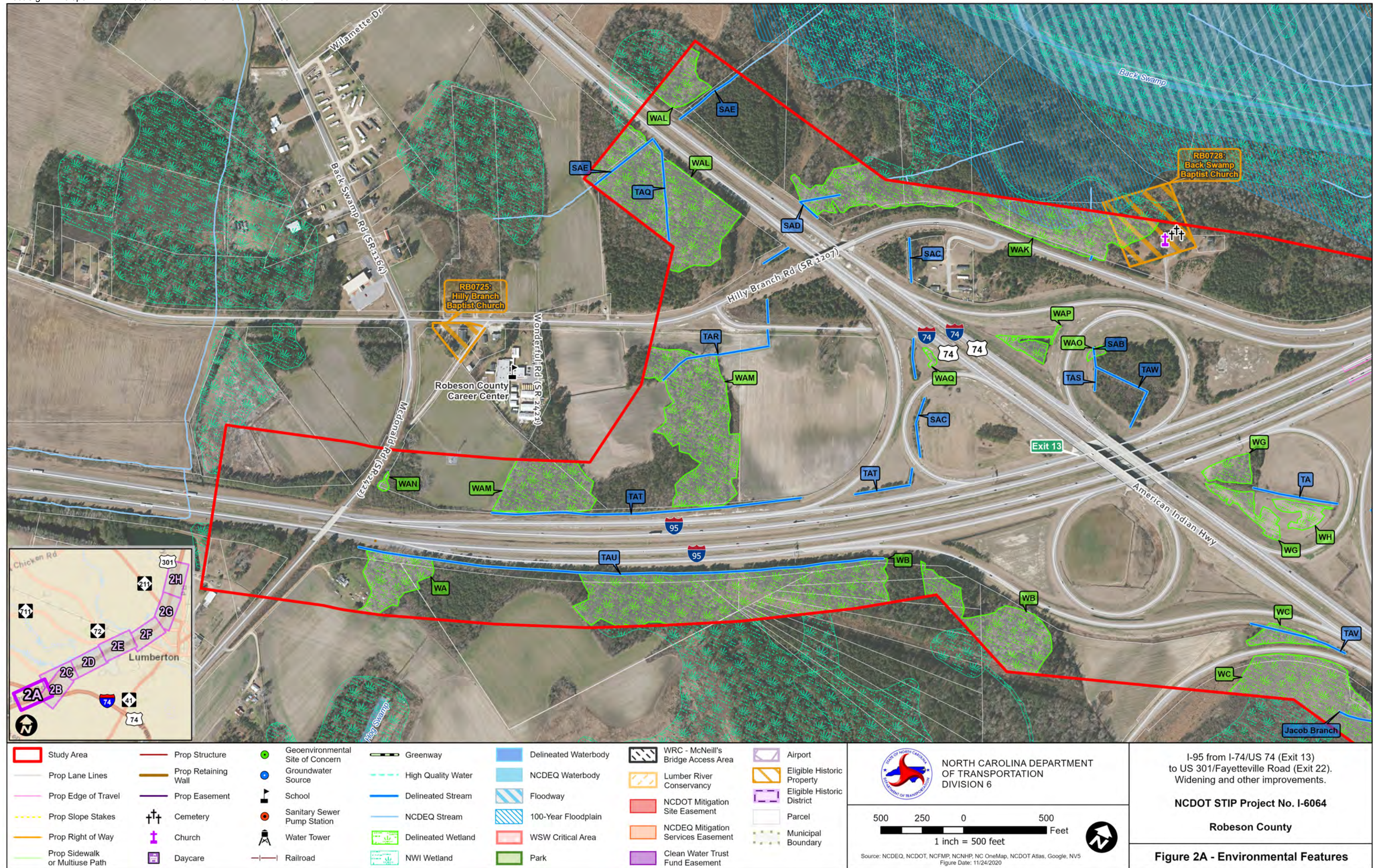
NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION 6

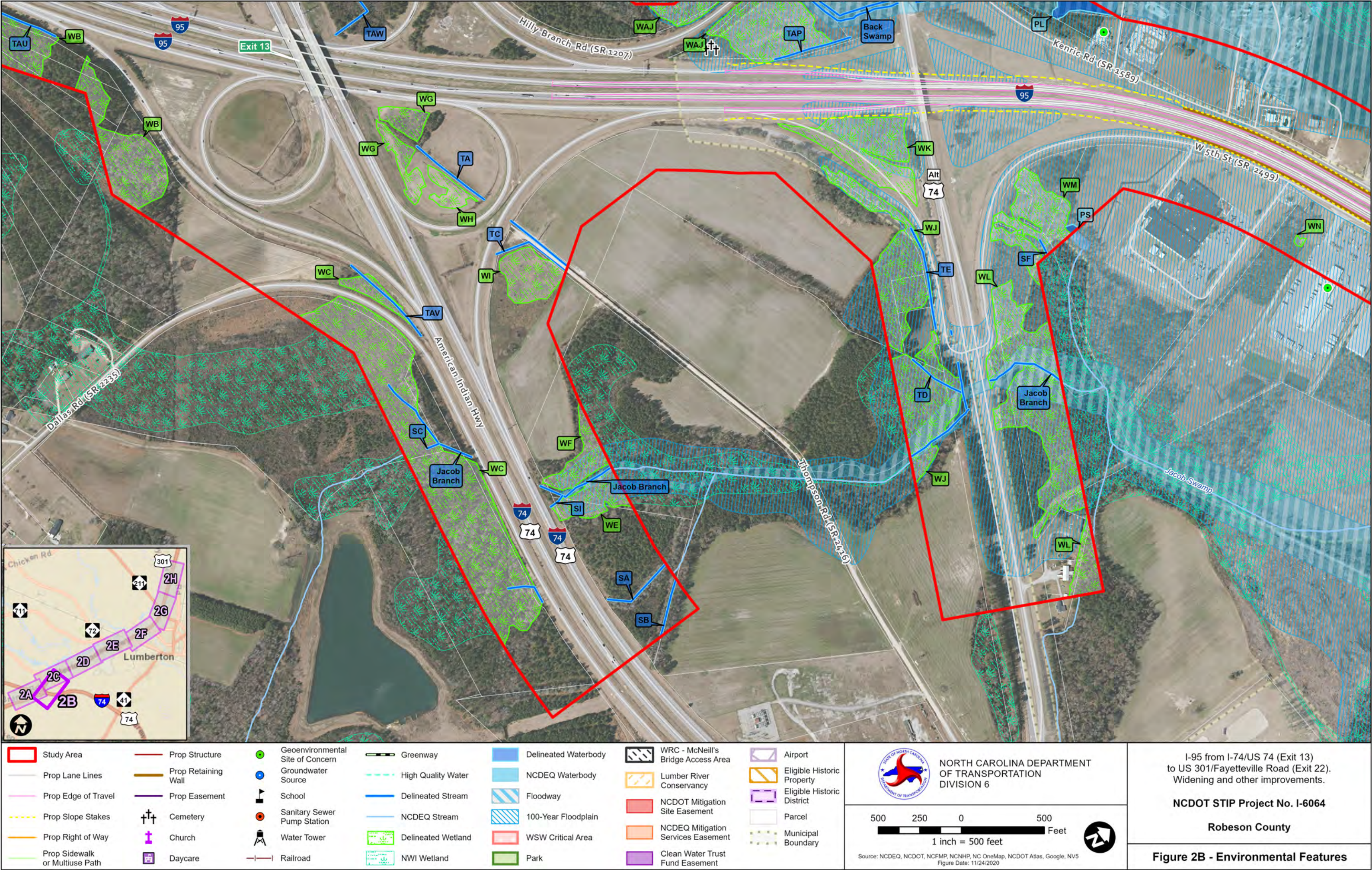
I-95 from I-74 / US 74 (Exit 13)
to US 301 / Fayetteville Rd (Exit 22)
Widen Roadway.

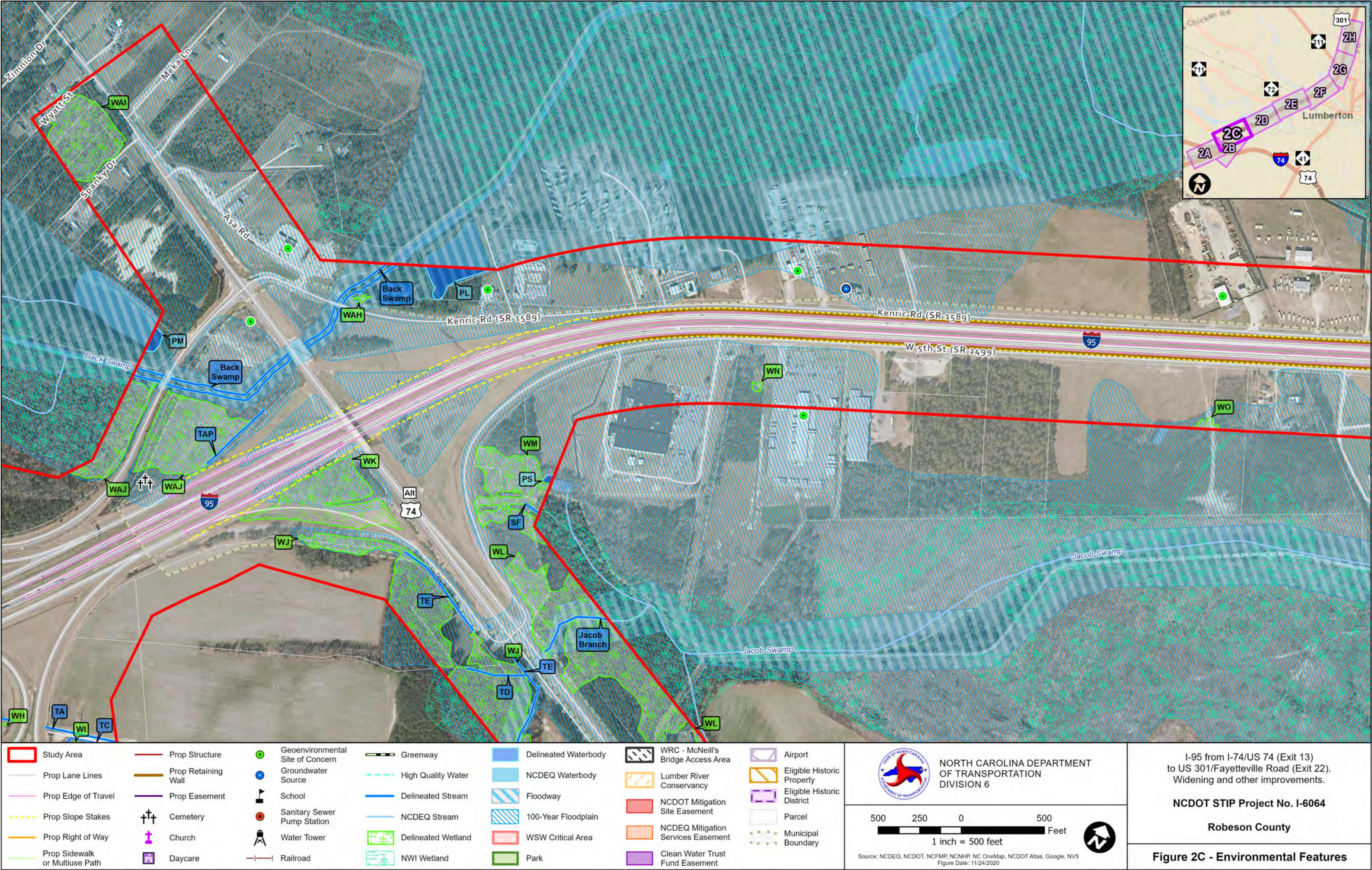
STIP Project I-6064

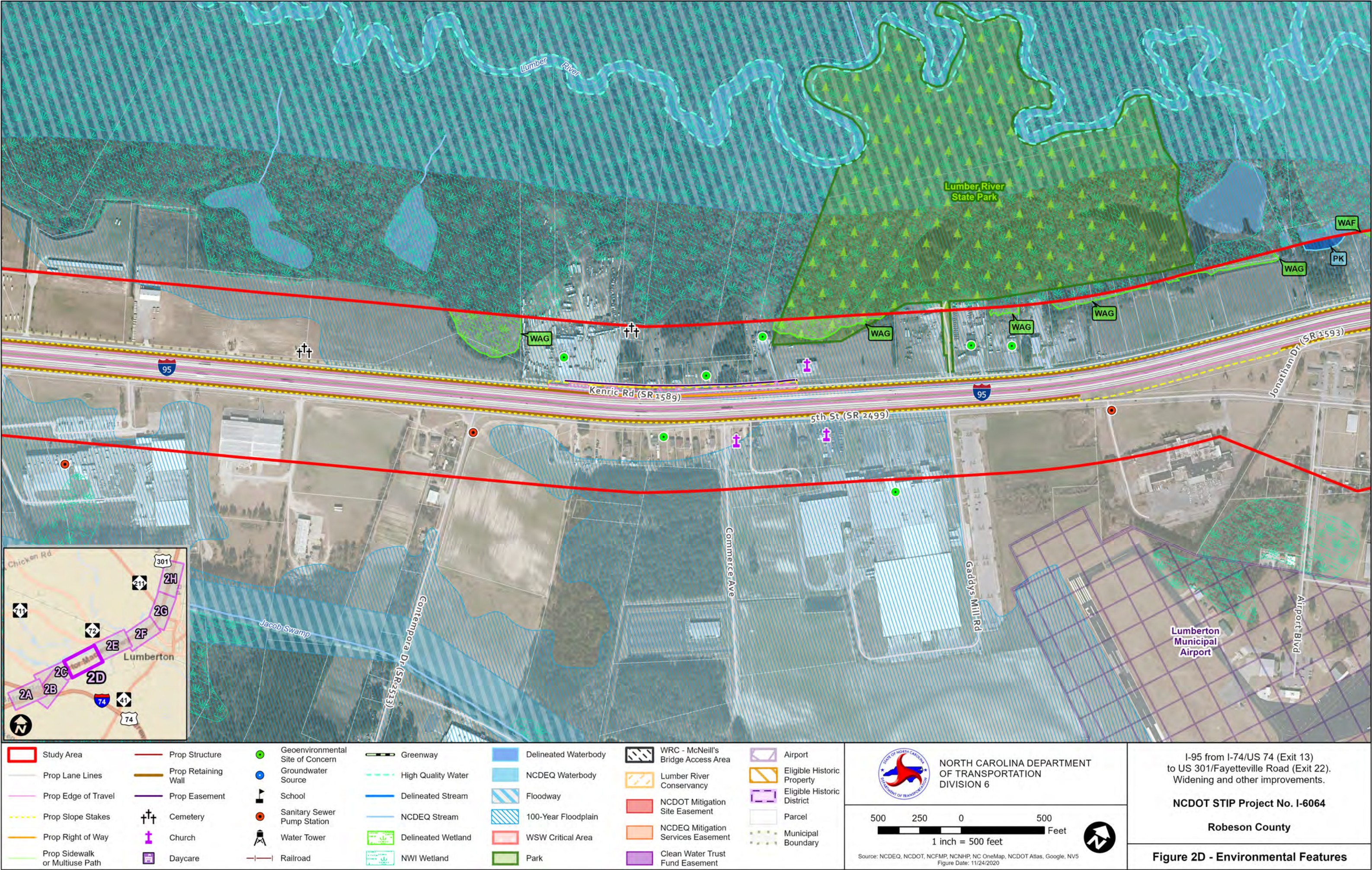
Robeson County

Figure 1 - Vicinity Map







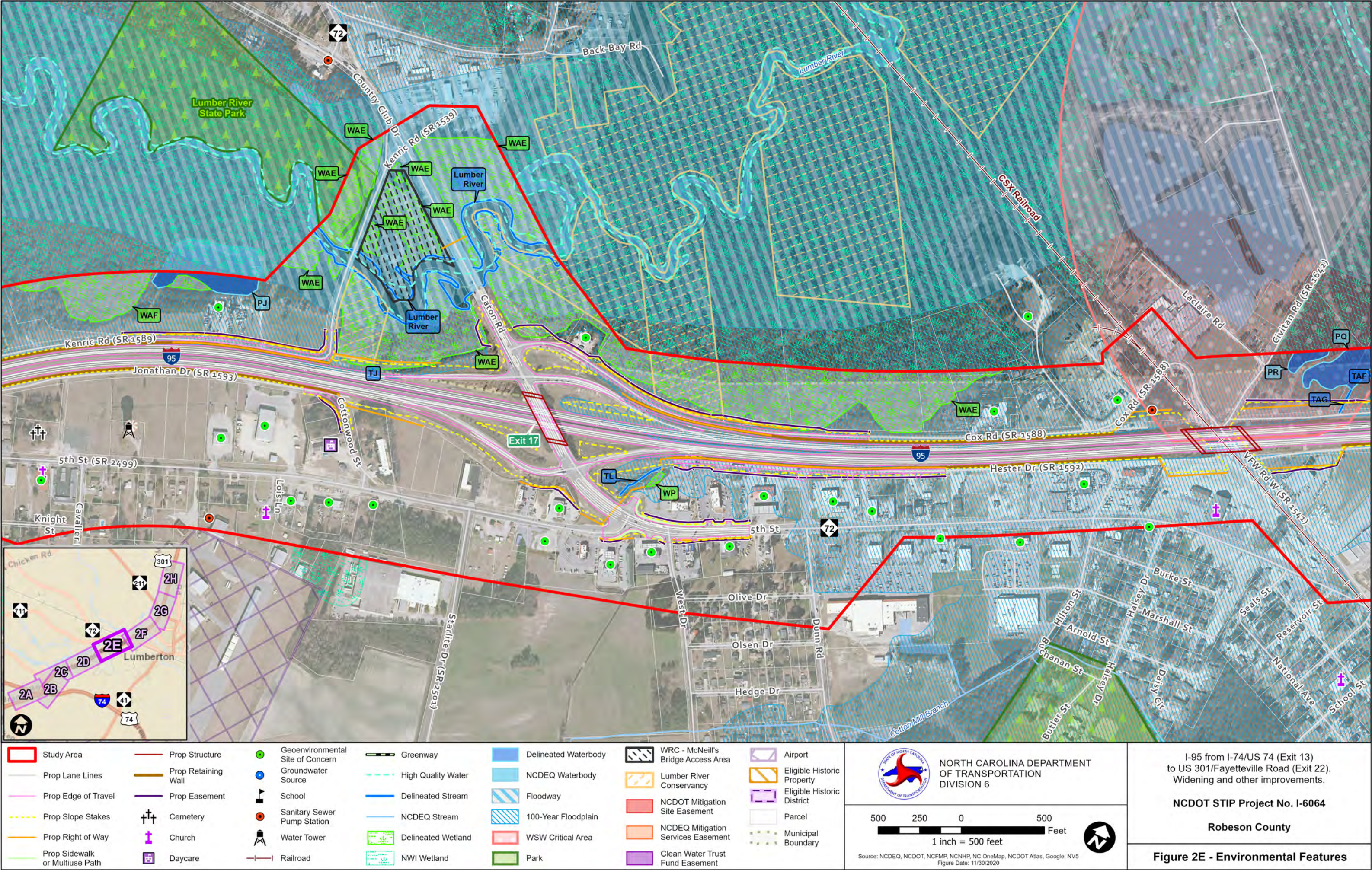


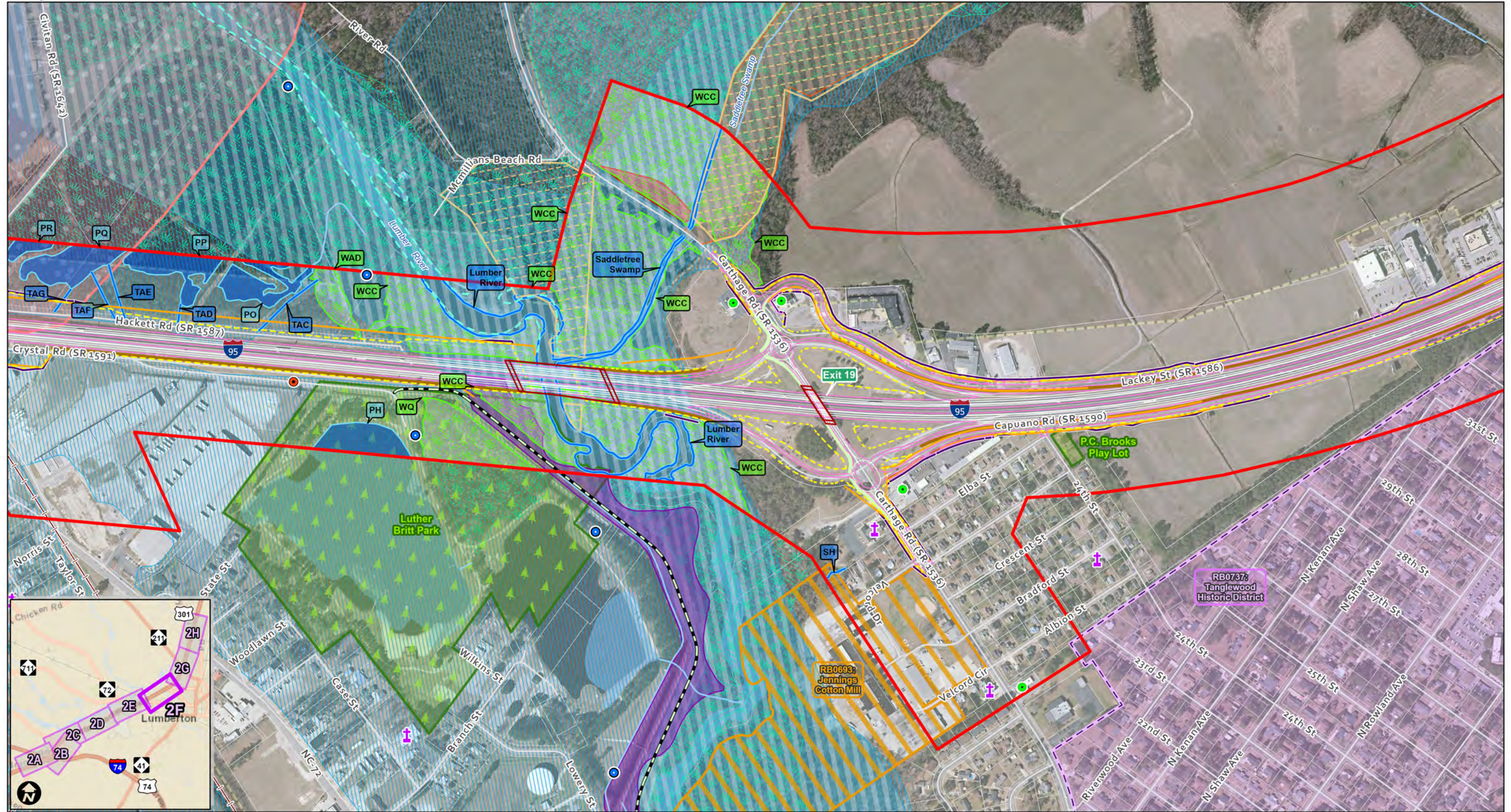
I-95 from I-74/US 74 (Exit 13) to US 301/Fayetteville Road (Exit 22). Widening and other improvements.

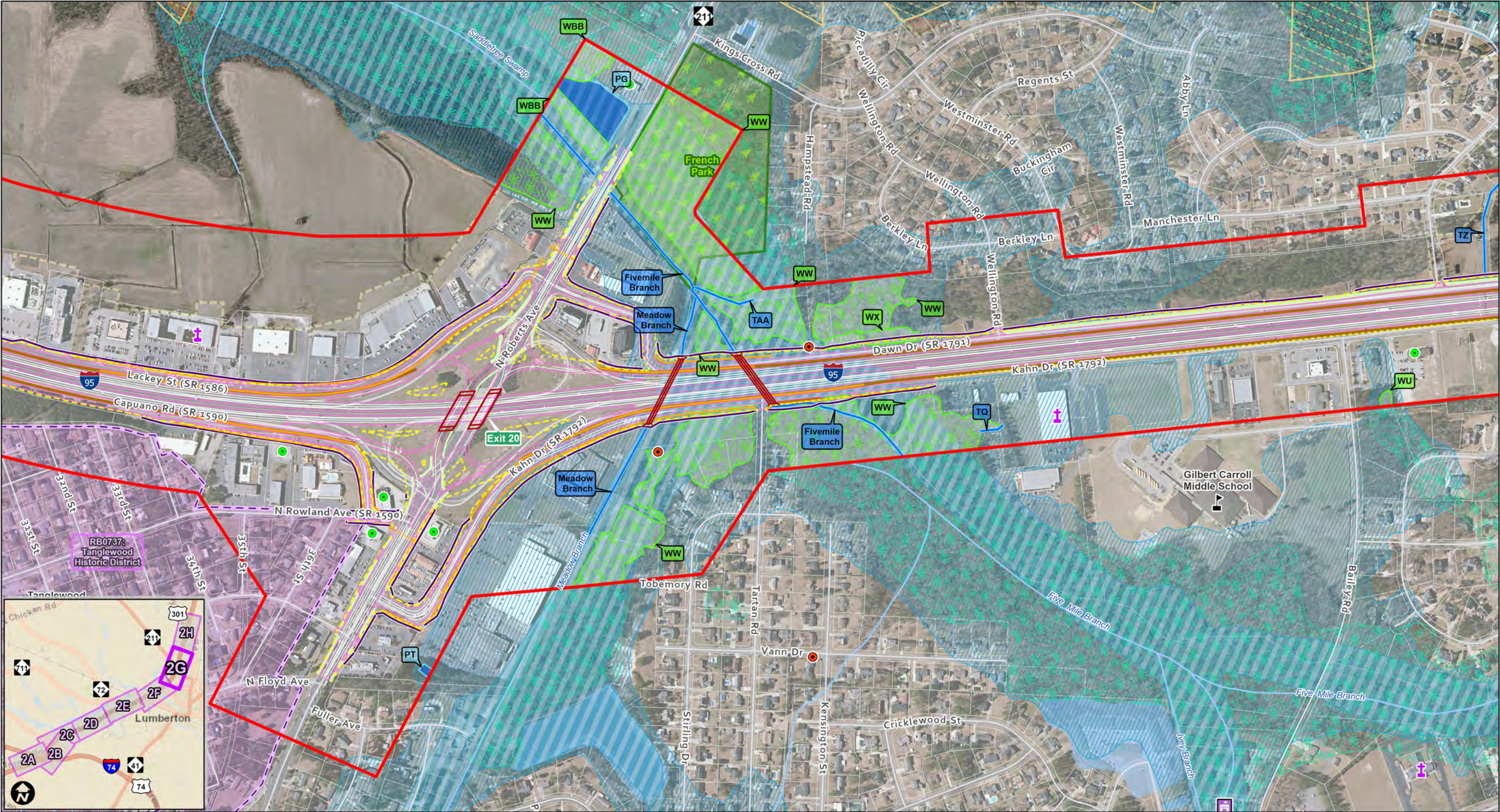
NCDOT STIP Project No. I-6064

Robeson County

Figure 2D - Environmental Features







<ul style="list-style-type: none">Study AreaProp Lane LinesProp Edge of TravelProp Slope StakesProp Right of WayProp Sidewalk or Multiuse Path	<ul style="list-style-type: none">Prop StructureProp Retaining WallProp EasementCemeteryChurchDaycare	<ul style="list-style-type: none">Geoenvironmental Site of ConcernGroundwater SourceSchoolSanitary Sewer Pump StationWater TowerRailroad	<ul style="list-style-type: none">GreenwayHigh Quality WaterDelineated StreamNCDEQ StreamDelineated WetlandNWI Wetland	<ul style="list-style-type: none">Delineated WaterbodyNCDEQ WaterbodyFloodway100-Year FloodplainWSW Critical AreaPark	<ul style="list-style-type: none">WRC - McNeill's Bridge Access AreaLumber River ConservancyNCDOT Mitigation Site EasementNCDEQ Mitigation Services EasementClean Water Trust Fund Easement	<ul style="list-style-type: none">AirportEligible Historic PropertyEligible Historic DistrictParcelMunicipal Boundary
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NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION 6

500 250 0 500 Feet
1 inch = 500 feet

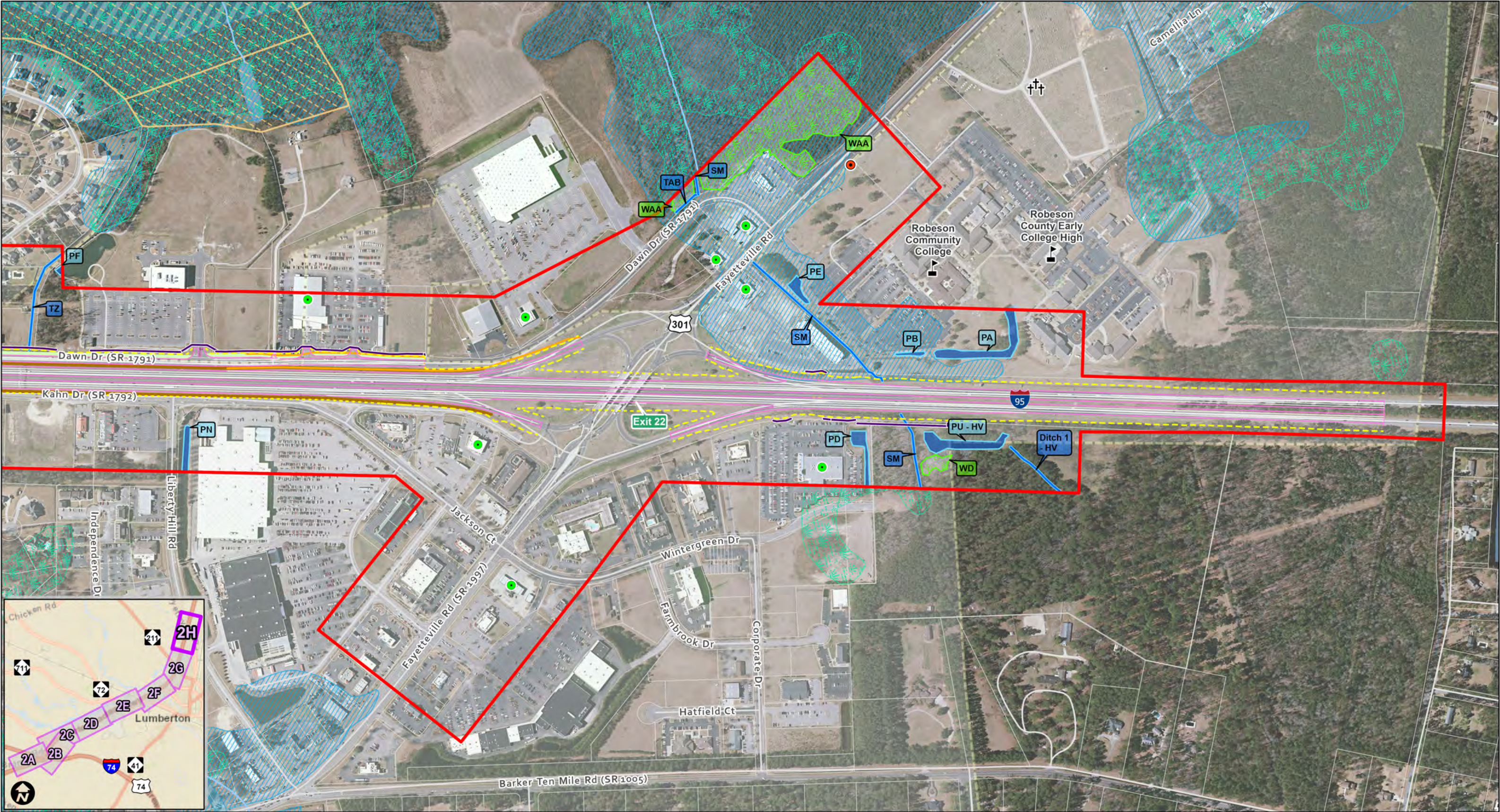
Source: NCDEQ, NCDOT, NCFMP, NCNHP, NC OneMap, NCDOT Atlas, Google, NV5
Figure Date: 11/24/2020

I-95 from I-74/US 74 (Exit 13) to US 301/Fayetteville Road (Exit 22). Widening and other improvements.

NCDOT STIP Project No. I-6064

Robeson County

Figure 2G - Environmental Features



Study Area	Prop Structure	Geoenvironmental Site of Concern	Greenway	Delineated Waterbody	WRC - McNeill's Bridge Access Area	Airport
Prop Lane Lines	Prop Retaining Wall	Groundwater Source	High Quality Water	NCDEQ Waterbody	Lumber River Conservancy	Eligible Historic Property
Prop Edge of Travel	Prop Easement	School	Delineated Stream	Floodway	NCDOT Mitigation Site Easement	Eligible Historic District
Prop Slope Stakes	Cemetery	Sanitary Sewer Pump Station	NCDEQ Stream	100-Year Floodplain	NCDEQ Mitigation Services Easement	Parcel
Prop Right of Way	Church	Water Tower	Delineated Wetland	WSW Critical Area	Clean Water Trust Fund Easement	Municipal Boundary
Prop Sidewalk or Multiuse Path	Daycare	Railroad	NWI Wetland	Park		

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION 6

500 250 0 500 Feet

1 inch = 500 feet

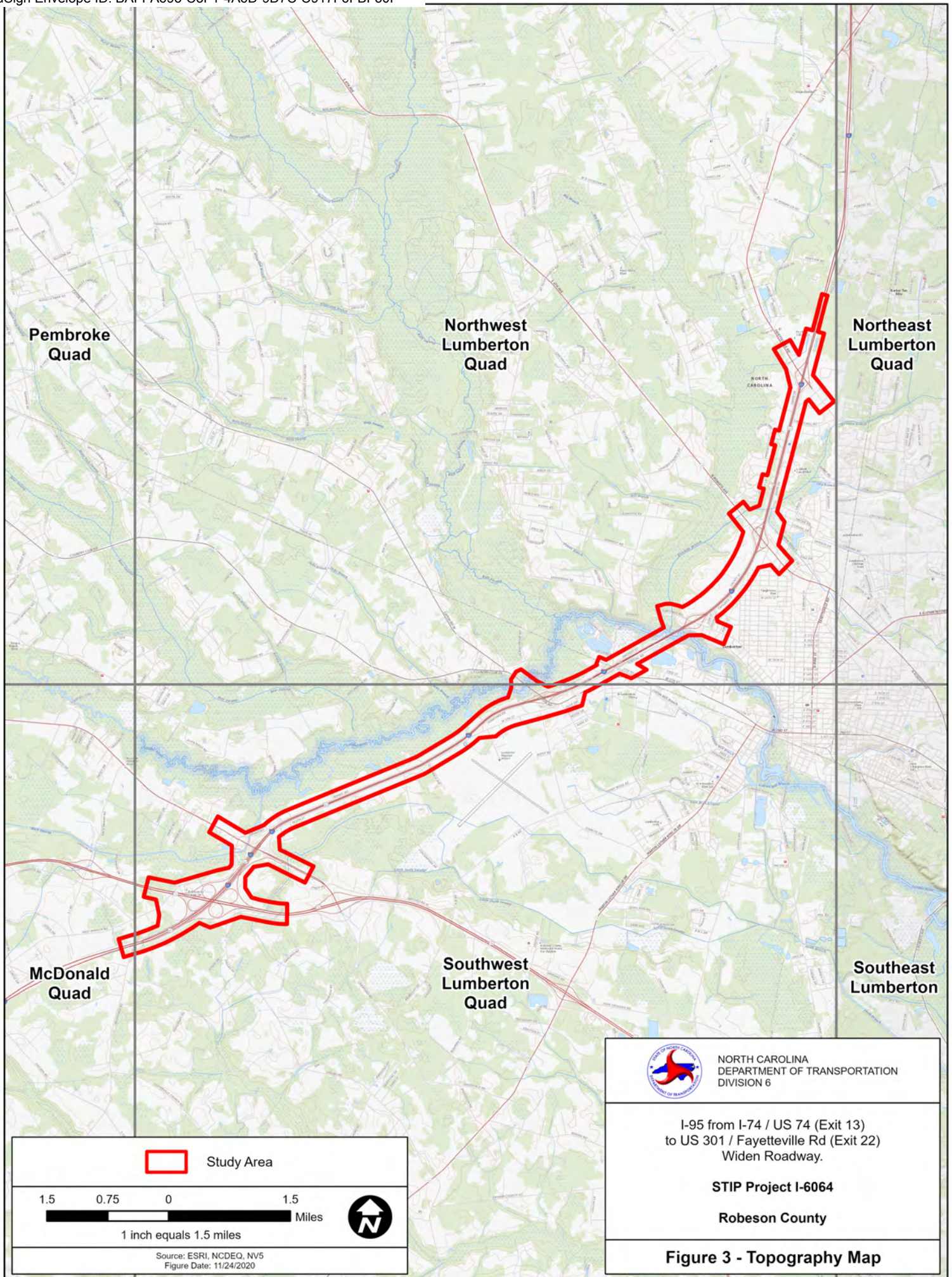
Source: NCDEQ, NCDOT, NCFMP, NCNHP, NC OneMap, NCDOT Atlas, Google, NV5
Figure Date: 11/24/2020

I-95 from I-74/US 74 (Exit 13) to US 301/Fayetteville Road (Exit 22). Widening and other improvements.

NCDOT STIP Project No. I-6064

Robeson County

Figure 2H - Environmental Features



Appendix B



MEETING SUMMARY

To: Meeting Participants

From: Brian Yamamoto, NV5

Date: December 22, 2020

Re: Lumber River Bridge Replacement Meeting Summary; Project ID: I-6064, I-95 Widening from Exit 13 (I-74) to Exit 22 (US 301/Fayetteville Road) in Robeson County near Lumberton.

An interagency review meeting was held via teleconference on December 8, 2020. The purpose of the meeting was to review functional bridge design information with the NC Division of Parks and Recreation (NCDPR) and Federal Highway Administration (FHWA) representatives and determine appropriate commitments to carry forward in National Environmental Policy Act (NEPA) documentation as the project moves forward into more detailed hydraulic and structural design. The FHWA has determined a Categorical Exclusion (CE) is appropriate documentation for the proposed widening project. The CE is proposed to be completed by December 2020 in order to meet the proposed Design Build let date of June 2021. Due to the need for a timely completion of the CE, it is important to identify how coordination will take place to ensure compatibility with the Natural and Scenic Rivers Act of 1971 (G.S. 143B-135.140 through G.S. 143B-135.172) as administered by NCDPR through the Lumber River State Park Master Plan as details of bridge design and construction methodology are developed in the Design Build process.

MEETING PARTICIPANTS

Chris Anderson	NV5	Dave Head	NCDPR
Loretta Barren	FHWA	Colin Mellor	NCDOT OEP
Jon Blanchard	NCDPR	Nick Mountcastle	NV5
Scott Crocker	NCDPR	Brian Strong	NCDPR
Lane Garner	NCDPR	Brian Yamamoto	NV5
Christine Gears	NCDPR		

PROJECT DISCUSSION

After introductions, Brian Yamamoto provided a summary of the project background. NCDOT STIP Project I-6064 proposes to widen approximately 9.0 miles of I-95 between Exit 13 and Exit 22 in Lumberton, Robeson County. The project will widen the interstate from a total of four to eight lanes, along with interchange and resiliency improvements. Within the project limits, I-95 crosses the Lumber River which has been designated as a State Natural and Scenic River and a North Carolina Paddle Trail. The crossing currently consists of dual bridges that need to be replaced to accommodate the proposed highway widening and elevation. A summary of the existing bridge geometrics, proposed replacement concept, and meeting discussion follows:

Existing Bridges over the Lumber River

- I-95 currently crosses the Lumber River using dual structures each approximately 380 feet long.
- The bridge carrying northbound I-95 traffic (770146) is approximately 34 feet wide. The bridge carrying southbound I-95 traffic (770147) is approximately 81 feet wide. The two structures are separated by approximately 15 feet.
- Both bridges have a recent history of flooding causing closure of I-95 for substantial periods of time.
- Each the northbound and southbound bridge consists of 8 spans at 48 feet length.



- Depending on the varying water level in the Lumber River, each bridge typically has 3-4 bents in the river. The bents supporting the northbound lanes are supported by 5 octagonal piles on each bent. The southbound lanes are supported by four drilled shafts on each bent.
- Drainage from the bridge is currently allowed to drop directly into the Lumber River from the bridge deck.

Proposed Bridge over the Lumber River

- The proposed structure is a single bridge approximately 500 feet long.
- The proposed bridge varies between approximately 162 feet wide and 174 feet wide and will carry eight 12-foot travel lanes, the Carthage Road southbound entrance ramp, a portion of the northbound exit ramp, 13-foot inside shoulders, and 14-foot outside shoulders.
- The proposed structure will be elevated by approximately 12 feet so that I-95 can more quickly return to service following major storm events.
- As shown on the conceptual design, the proposed structure would reduce the number of bents in the Lumber River to two, however, the number and type of piles is not known at this level of functional design. As further hydraulic and structural design continues, the span arrangement and number of bents could change.
- Drainage from the proposed bridge will likely be routed to either end of the bridge, allowing filtration of water before entry into the Lumber River.

Discussion of Conceptual Design and Suggestions for Future Design Consideration

- NCDPR asked about the proposed retaining walls leading up to the new bridge at the Lumber River. Some concern was expressed about additional fill material being placed in the floodway and potential hindrance of wildlife passage at this location. A visualization was provided to show the general location/appearance of these walls and it was explained the use of retaining walls would enable NCDOT to construct the bridge and roadway improvements while minimizing impacts that would otherwise occur with earth slopes. It was also noted the proposed new bridge would increase the open space beneath the bridge carrying I-95 over the Lumber River by approximately 120 feet and should therefore improve wildlife passage over existing conditions.
- NCDPR indicated the Lumber River is designated as both a North Carolina Natural & Scenic River and US Wild & Scenic River. As such, the National Park Service (NPS) will also need to review the proposed improvements to ensure compliance with Section 7(a) of the Wild and Scenic Rivers Act. Brian Yamamoto said the project team has also been in discussion with NPS during project development. NCDOT is currently developing a commitment to include in the CE document regarding future coordination with NPS. NCDPR indicated a similar commitment would be beneficial to ensure the project is consistent with objectives identified in the Lumber River State Park Master Plan.
- NCDPR noted they typically coordinate with NPS on projects that involve a Wild & Scenic River. Since this project is still early in the design phase, NCDPR and NPS will continue discussion with NCDOT and FHWA as more detailed bridge and roadway designs are developed.
- A question was asked about whether the Lumber River's designation as Wild & Scenic would result in a higher-level environmental document being required than a CE. Brian Yamamoto noted the CE template contains a section on Wild & Scenic Rivers and coordination on this topic will be documented appropriately. As such, it is anticipated a CE will provide sufficient environmental documentation for the I-6064 project.
- NCDPR noted a Master Plan for the Lumber River State Park was recently completed. FHWA asked whether this plan identifies any existing or proposed park or paddle trail facilities in the vicinity of I-95. NCDPR stated the nearest resource is McMillian's Beach (accessed via McMillan's Beach Road) just west of Exit 19 (Carthage Road). This site is shown as a Potential Future Launch Point in the Lumber River Master Plan. Additional proximate resources include McNeil's Bridge Access Area (located along Kenric Drive) and Stephens Municipal Park (located along Riverside Drive), both of which are designated as Formal Launch Points. As currently proposed, NCDOT Project I-6064 would not require new right of way from or impact the access to any of these resources along the Lumber River.
- NCDPR stated a primary objective of the Lumber River State Park Master Plan was to identify opportunities to improve accessibility of this paddle trail for recreational use. Although most of the Lumber River State Park property is not located in the vicinity of I-95/Lumberton, NCDPR holds management authority over the entire river in North Carolina.

- NCDPR asked about potential changes to the surrounding flood regime as a result of the proposed improvements, particularly upstream from I-95. NCDOT noted extensive project-level hydraulics modeling has been conducted to evaluate hydraulic effects and minimal upstream impacts to the flood regime are anticipated from the highway project. Minimization to the flood regime has been achieved through improving the structure openings at the Lumber River and its major tributaries.
- NCDPR asked about the proposed multimodal accommodations and whether the City of Lumberton had been included in stakeholder involvement opportunities. NV5 responded that coordination efforts have been ongoing with the City and new bicycle/pedestrian facilities are being included in the project in accordance with the Lumberton Comprehensive Transportation Plan (CTP). In the vicinity of the Lumber River crossing, this includes a proposed 10-foot multiuse path along the new bridge carrying Carthage Road across I-95 at Exit 19. The increased height and span length of the proposed new bridge over the Lumber River could also accommodate a future greenway crossing beneath I-95 at this location.

Action Items

- NCDPR will provide FHWA, NCDOT, and NV5 a copy of the completed Lumber River State Park Master Plan.
- A commitment regarding continued coordination between NCDOT, FHWA, and NCDPR will be included in the I-6064 CE document. A draft of this commitment will be circulated to meeting attendees for comment before the CE is finalized.
- Since the Lumber River is also a designated Wild & Scenic River, continued coordination with NPS will be pursued as the project progresses.

CORRECTIONS & OMISSIONS: This summary is the writer's interpretation of the events, discussions, and transactions that took place during the meeting. If there are any additions and/or corrections, please inform Ms. Christy Huff (chuff@ncdot.gov) or Mr. Brian Yamamoto (brian.yamamoto@nv5.com) in writing within 10 days.

cc: File 2019217.01



MEETING SUMMARY

To: Meeting Participants

From: Brian Yamamoto, NV5

Date: December 22, 2020

Re: Lumber River Bridge Replacement Meeting Summary; Project ID: I-6064, I-95 Widening from Exit 13 (I-74) to Exit 22 (US 301/Fayetteville Road) in Robeson County near Lumberton.

An interagency review meeting was held via teleconference on December 2, 2020. The purpose of the meeting was to review functional bridge design information with National Park Service and Federal Highway Administration representatives and determine appropriate commitments to carry forward in National Environmental Policy Act (NEPA) documentation as the project moves forward into more detailed hydraulic and structural design. The Federal Highway Administration (FHWA) has determined a Categorical Exclusion (CE) is appropriate documentation for the proposed widening project. The CE is proposed to be completed by December 2020 in order to meet the proposed Design Build let date of June 2021. Due to the need for a timely completion of the CE, it is important to identify how coordination will take place to ensure compliance with the Wild and Scenic Rivers Act as details of bridge design and construction methodology are developed in the Design Build process.

MEETING PARTICIPANTS

Chris Anderson	NV5	Christy Huff	NCDOT Division 6
Jennifer Back	NPS	Bob Kopetsky	NCDOT Aesthetics
Anita Barnett	NPS	Colin Mellor	NCDOT OEP
Loretta Barren	FHWA	Nick Mountcastle	NV5
Jeff Duncan	NPS	Brian Yamamoto	NV5

PROJECT DISCUSSION

After introductions, Brian Yamamoto provided a summary of the project background. NCDOT STIP Project I-6064 proposes to widen approximately 9.0 miles of I-95 between Exit 13 and Exit 22 in Lumberton, Robeson County. The project will widen the interstate from a total of four to eight lanes, along with interchange and resiliency improvements. Within the project limits, I-95 crosses the Lumber River which has been designated as Wild and Scenic. The crossing currently consists of dual bridges that need to be replaced to accommodate the proposed highway widening and elevation. A summary of the existing bridge geometrics, proposed replacement concept, and meeting discussion follows:

Existing Bridges over the Lumber River

- I-95 currently crosses the Lumber River using dual structures each approximately 380 feet long.
- The bridge carrying northbound I-95 traffic (770146) is approximately 34 feet wide. The bridge carrying southbound I-95 traffic (770147) is approximately 81 feet wide. The two structures are separated by approximately 15 feet.
- Both bridges have a recent history of flooding causing closure of I-95 for substantial periods of time.
- Each the northbound and southbound bridge consists of 8 spans at 48 feet length.
- Depending on the varying water level in the Lumber River, each bridge typically has 3-4 bents in the river. The bents supporting the northbound lanes are supported by 5 octagonal piles on each bent.



The southbound lanes are supported by four drilled shafts on each bent.

- Drainage from the bridge is currently allowed to drop directly into the Lumber River from the bridge deck.

Proposed Bridge over the Lumber River

- The proposed structure is a single bridge approximately 500 feet long.
- The proposed bridge varies between approximately 162 feet wide and 174 feet wide and will carry eight 12-foot travel lanes, the Carthage Road southbound entrance ramp, a portion of the northbound exit ramp, 13-foot inside shoulders, and 14-foot outside shoulders.
- The proposed structure will be elevated by approximately 12 feet so that I-95 can more quickly return to service following major storm events.
- As shown on the conceptual design, the proposed structure would reduce the number of bents in the Lumber River to two, however, the number and type of piles is not known at this level of functional design. As further hydraulic and structural design continues, the span arrangement and number of bents could change.
- Drainage from the proposed bridge will likely be routed to either end of the bridge, allowing filtration of water before entry into the Lumber River.

Discussion of Conceptual Design and Suggestions for Future Design Consideration

- NPS reminded participants of its mandate under Section 7(a) of the Wild and Scenic Rivers Act to protect and enhance Wild and Scenic rivers and avoid direct and adverse effects on free-flowing river conditions, water quality, and Outstandingly Remarkable Values (ORVs) such as recreation, fish and wildlife, scenery, and botany.
- NPS indicated draining stormwater to one end of the bridge or the other and allowing filtration before entering the Lumber River would improve existing conditions that currently allow stormwater to drain directly from the roadway into the river.
- NPS indicated reducing the piers as shown on the functional design would be a betterment to be considered among other potential impacts of the new bridge and asked if the bents could be removed from the river channel completely. NV5 responded it may or may not be possible to completely span the river channel but revising the span length can be considered during structural design as the project is further developed by a Design Build team.
- NPS observed that the functional design increases the overall bridge length to span more of the area beyond the river's banks and noted this would improve the opportunity for wildlife to pass beneath I-95.
- FHWA noted approval of a Categorical Exclusion (CE) would not be contingent upon completing compliance with Section 7(a) of the Wild and Scenic Rivers Act since much is still unknown about span length, bent locations, piers, and construction methodology, but asked if there were commitments that could be included in the CE to progress the project toward compliance with WSR Act. NPS responded that a commitment to continue coordination with NPS under the WSR should be included in the document and that project construction should not proceed until compliance with Section 7 of the Wild and Scenic Rivers Act is achieved.
- NPS stated that as the project design moves forward engineers should continue to consider improving free flow of the Lumber River, improve and protect water quality, consider structural aesthetics, and protect the ORVs as defined for the Lumber River.
- NPS asked about past public involvement efforts and potential future stakeholder involvement opportunities. NV5 responded a virtual public meeting was held in September 2020 that generated some comments regarding recreational opportunities in the Lumber River. Future stakeholder involvement will be developed in association with the Design Build process moving forward.

Action Items

- The NCDOT and its consultant will develop draft commitment language to be reviewed by FHWA and NPS for inclusion in the Categorical Exclusion.
- Since the Lumber River is a designated Paddle Trail, coordination with the NC State Parks will be pursued and documentation shared with FHWA.

CORRECTIONS & OMISSIONS: This summary is the writer's interpretation of the events, discussions, and transactions that took place during the meeting. If there are any additions and/or corrections, please inform Ms. Christy Huff (chuff@ncdot.gov) or Mr. Brian Yamamoto (brian.yamamoto@nv5.com) in writing within 10 days.

cc: File 2019217.01



Division of Parks and Recreation
NC Department of Natural and Cultural Resources

Governor Roy Cooper

Secretary Susi H. Hamilton

Brian Yamamoto, PE, NV5
3300 Regency Parkway, Suite 100
Cary, NC 27518
RE: NCDOT Project I-6064 - Lumber River crossing

December 15, 2020

The Lumber River is a state-managed, federally designated National Wild & Scenic River. It is also a NC Natural & Scenic River and was designated in 1989. As a NC Natural & Scenic River, it is part of Lumber River State Park and classified as a State Trail within the NC State Parks System. The Lumber River State Park Master Plan ensures State and local protection of the River's outstanding resource values and was utilized by the National Park Service in 1998 to prove the River met the four criteria necessary for a state-managed river designation under Section 2(a)(ii) of the National Wild & Scenic Rivers Act.

In accordance with Section 2(a)(ii) of the Federal Wild & Scenic Rivers Act, NC State Parks is the state-level managing authority tasked with protecting the free-flowing conditions and outstanding resource values of the river. North Carolina's Natural & Scenic Rivers Act of 1971 (*§ 143B-135-172*) protects the natural and scenic conditions of the River and requires evaluation by the General Assembly for any water resources project that may have a "direct and adverse effect" on a state-listed Natural & Scenic River.

Per the State and Federal Acts noted above, NCDOT is the state agency responsible for ensuring compliance with the conditions documented in each Act. One of these conditions includes coordination with the NPS and State Parks to obtain a Section 7 determination for the project. Under the Wild & Scenic Rivers Act regulations, the Section 7 determination is required before the USACE will issue the necessary permits for the project.

As the state-level managing agency, State Parks will coordinate with NPS as well, and with any necessary agencies to assist with natural resource concerns that may arise.

Sincerely,

Christine Gears

Environmental Review Coordinator
NC Division of Parks and Recreation
Phone: (919) 707-8188

John Fullwood, Interim Director
NC Division of Parks and Recreation
1615 MSC - Raleigh, NC 27699-1615
919.707.9300 / ncparks.gov

NORTH CAROLINA STATE PARKS
Naturally Wonderful



Division of Parks and Recreation
NC Department of Natural and Cultural Resources

Governor Roy Cooper

Secretary Susi H. Hamilton

CC:

Liz Hair sarah.e.hair@usace.army.mil

Joanne Steenhuis joanne.steenhuis@ncdenr.gov

Shannon Deaton shannon.deaton@ncwildlife.org

Jeff Duncan jeff_duncan@nps.gov

John Fullwood, Interim Director
NC Division of Parks and Recreation
1615 MSC - Raleigh, NC 27699-1615
919.707.9300 / ncparks.gov

NORTH CAROLINA STATE PARKS
Naturally Wonderful



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Raleigh ES Field Office
Post Office Box 33726
Raleigh, North Carolina 27636-3726
December 17, 2020



Gregory W. Price
NC Department of Transportation
558 Gillespie Street
Fayetteville, NC 28302

Dear Mr. Price:

This letter is in response to your letter of December 16, 2020 which provided the U.S. Fish and Wildlife Service (Service) with the biological conclusion of the North Carolina Department of Transportation that the proposed widening of I-95 from I-74/US 74 (Exit 13) to US 301/Fayetteville Road (Exit 22) in Robeson County (STIP No. I-6064) may affect, but is not likely to adversely affect the federally threatened wood stork (*Mycteria americana*). The following response is provided in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531-1543).

According to information provided, a survey for wood storks was conducted at the project site on June 23, 2020. No wood storks or nests were observed. Based on the survey results and other available information, the Service concurs with your conclusion that the proposed action may affect, but is not likely to adversely affect the wood stork. We believe that the requirements of Section 7(a)(2) of the ESA have been satisfied. We remind you that obligations under Section 7 consultation must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered in this review; (2) this action is subsequently modified in a manner that was not considered in this review; or (3) a new species is listed or critical habitat determined that may be affected by this identified action. If you have any questions regarding our response, please contact Mr. Gary Jordan at (919) 856-4520 (Ext. 32).

Sincerely,

Pete Benjamin
Field Supervisor

Electronic copy:

Liz Hair, USACE, Wilmington, NC
Travis Wilson, NCWRC, Creedmoor, NC



NO NATIONAL REGISTER OF HISTORIC PLACES ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT FORM



This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

PROJECT INFORMATION

Project No: I-6064 County: Robeson
WBS No: 49067.1.1 Document: Federal Categorical Exclusion
F.A. No: Funding: ☒ State ☐ Federal

Federal Permit Required? ☒ Yes ☐ No Permit Type: USACE

Project Description: Widen Interstate 95 from Interstate 74 (Exit 13) to US 301 (Exit 22) through Lumberton in Robeson County. The project will widen I-95 from 4- to 6- or 8-lanes. the study area is approximately 16 kilometers (10 miles) long with a variable width. NOTE: This is an update of the June 2020 form. It includes an addendum by Caleb Smith describing the indirect effects of an increased flood zone due to improvements to the I-95 bridge over the Lumber River.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- ☒ There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed.)
- ☐ No subsurface archaeological investigations were required for this project.
- ☐ Subsurface investigations did not reveal the presence of any archaeological resources.
- ☒ Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- ☒ All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

Brief description of review activities, results of review, and conclusions:

See attached June 2020 archaeological survey report by Melissa McKay/Environmental Services, Inc. and August 2020 addendum by Caleb Smith about possible indirect impacts from an increased flood zone.

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☐ Previous Survey Info ☒ Photos ☐ Correspondence

Other:

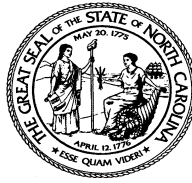
Signed:

CALEB SMITH

9/29/2020

NCDOT ARCHAEOLOGIST

Date



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

October 27, 2020

MEMORANDUM

To: Shelby Reap, Architectural Historian sreap@ncdcr.gov
NCDOT/AE/Historic Architecture Group

From: Renee Gledhill-Earley
Environmental Review Coordinator *RGE for Ramona M. Bartos*

Re: Widen I-95 from I-74/US 74 to US 301/Fayetteville Road, STIP I-6064, Lumberton,
Robeson County, ER 20-0481

Thank you for your August 22, 2020, letter providing additional information in response to our concurrence and questions on June 22, 2020. We have reviewed the additional information and offer the following comments.

We concur that:

- Tanglewood Historic District (RB0737) is likely eligible under Criterion C for Architecture, and under Criterion A for Community Planning and Development.
- Hilly Branch Baptist Church (RB0725) is eligible under Criterion C.
- Back Swamp Baptist Church (RB0728) is eligible under Criterion C.
- McNeill-Bennett Family Cemetery (RB0733) is likely not eligible under any criterion.

These comments are made in accord with G.S. 121-12(a) and Executive Order XVI. If you have questions regarding them, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NCDOT mfurr@ncdot.gov



U.S. Department
of Transportation
**Federal Highway
Administration**

North Carolina Division

December 3, 2020

310 New Bern Avenue, Suite 410
Raleigh, North Carolina 27601
(919) 856-4346
(919) 747-7030
www.fhwa.dot.gov/ncdiv

In Reply Refer To:
HDA-NC

Renee Gledhill-Earley
Environmental Review Coordinator
State Historic Preservation Office
109 E Jones St MSC 4617
Raleigh, NC 27699

Re: NCDOT I-6064 Project, Section 106 Effects Findings

Dear Ms. Gledhill-Earley:

The Federal Highway Administration, North Carolina Division (FHWA) is serving as the lead agency for compliance with Section 106 of the National Historic Preservation Act (NHPA) for the North Carolina Department of Transportation (NCDOT) I-6064 project, which proposes improvements to Interstate 95 near Lumberton, NC. The I-6064 project proposes to widen I-95 and elevate the vertical grade of parts of the roadway for about nine miles between I-74 (Exit 13) and US 301/Fayetteville Road (Exit 22) in Lumberton. The proposed project will add two through travel lanes in each direction and increase the total number of lanes on this section of I-95 from four to eight. The project will also modernize interchanges and elevate vulnerable sections of the interstate to enhance resiliency against future rainstorm events. Existing bridges at interchanges, overpasses, and river crossings will be replaced, as necessary, to accommodate the widened and/or elevated roadway.

Previous correspondence between your office and NCDOT established the Area of Potential Effects (APE) for the I-6064 project and identified historic properties within the APE. Identification efforts resulted in three historic properties and one historic district that were determined eligible for National Register of Historic Places (NRHP) within the original APE. In coordination with NCDOT and its qualified consultant (NV5), FHWA has taken into account the effects of its undertaking on historic properties and afforded the North Carolina Historic Preservation Office an opportunity to comment on its findings in a virtual meeting held on December 2, 2020. The following individuals attended the meeting:

- Renee Gledhill-Earley (NC HPO)
- Loretta Barren (FHWA)
- Donnie Brew (FHWA)
- Seth Wilcher (FHWA)
- Chris Anderson (NV5)

- Mary Pope Furr (NCDOT)
- Christy Huff (NCDOT)
- Jamie Lancaster (NCDOT)
- Shelby Reap (NCDOT)
- James Renko (NCDOT)
- Nick Mountcastle (NV5)
- Brian Yamamoto (NV5)

During the meeting, Renee Gledhill-Earley represented the North Carolina HPO and concurred with the following:

Hilly Branch Baptist Church (RB0725)

This historic property no longer falls within a revised APE. No design changes are proposed at the nearby Exit 13 interchange, which was the original impetus for considering potential effects to this historic property.

Back Swamp Baptist Church (RB0728)

This historic property no longer falls within a revised APE. No design changes are proposed at the nearby Exit 13 interchange, which was the original impetus for considering potential effects to this historic property.

Jennings Mill (RB0693)

The proposed design for I-6064 will add sidewalks and likely move a utility pole in the northwest corner of the boundary for this historic property. The property will be affected by acquisition of right-of-way, a temporary construction easement, and a permanent utility easement. There are two trees within the easement. NCDOT, HPO, and FHWA agreed to there will be no adverse effect to this historic property with commitments for tree protection during construction, and FHWA will use the HPO's concurrence on this effects finding to reach a *de minimis* finding under Section 4(f) of USDOT regulations.

*** Note: Similar effects were previously determined for the I-5879 project, an intersection improvement in anticipation of I-6064. This previous consultation resulted in a finding of no adverse effect and a de minimis conclusion from FHWA under Section 4(f). ***

Tanglewood Historic District (RB0737)

A noise study for I-6064 is not yet complete; however, early indications are that a noise wall will likely be constructed within the NCDOT existing right-of-way adjacent to the Tanglewood Historic District, near the I-95 service road – Capuano Road. No trees will be removed for the construction of the noise wall, and no visual intrusions will be introduced to the historic district. There will be no effect to the Tanglewood Historic District resulting from the noise wall, if it is constructed.

The I-6064 project will raise Roberts Street, which will in turn raise Rowland Avenue. The house located at 401 N. 36th St. is within the boundary for the Tanglewood Historic District, and there will be a temporary construction easement along the parcel line of the property. No construction will impact the fire hydrant located adjacent to the property. Driveway access to the house will be maintained during construction. NCDOT, HPO, and FHWA agreed there is no adverse effect to the Tanglewood Historic District as a result of these construction activities.

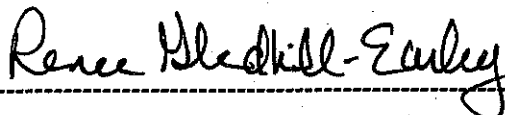
The FHWA NC Division office requests your concurrence with the effects findings detailed above, as discussed during the December 2, 2020 virtual meeting. If you have any additional comments or concerns regarding the undertaking within 30 days of receipt of this letter, please contact me at: seth.wilcher@dot.gov. If no response is received within 30 days, we will assume you have no comments or concerns regarding the undertaking and are in agreement with our above determinations, in accordance with 36 CFR 800.5(c)(1).

Sincerely,



Seth Wilcher
Preconstruction and Environment Specialist

I concur with the FHWA's effects findings as described in this letter and discussed in the December 2, 2020 virtual meeting. Further, I understand that the finding of no adverse effect will be used in support of a de minimis determination by FHWA for the project under Section 4(f) of USDOT regulations.



12-3-2020

Renee Gledhill-Earley, NC Historic Preservation Office

Date

From: [Brian Yamamoto](#)
To: [Duncan, Jeffrey R](#); [Barren, Loretta \(FHWA\)](#); [Back, Jennifer](#); [Barnett, Anita](#)
Cc: [Huff, Christy](#); [Nick Mountcastle](#)
Subject: RE: [EXTERNAL] I-95 improvements from Exit 13 to Exit 22 in Robeson County near Lumberton - Lumber River Bridge
Date: Sunday, December 06, 2020 1:18:50 PM

Thanks Jeff,

If I am understanding you correctly, the commitment in the CE documentation will now read something like this:

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section – Section 7(a) of Wild and Scenic Rivers Act Compliance

The NCDOT will continue coordination with the National Park Service for the proposed replacement of Bridge Numbers 770146 and 770147 carrying I-95 across the Lumber River just south of Exit 19 in accordance with the Wild and Scenic Rivers Act as hydraulic and structural design continue through the development of final Roadway Design Plans. Appropriate measures to preserve and protect the Outstandingly Remarkable Values (ORVs) as defined for the Lumber River will be developed in coordination with the National Park Service for the bridge replacement when more detailed information is available for the bridge design including bent locations, pile types, and construction methodology. NCDOT will provide the Bridge Survey and Hydraulic Design Report, Structure Design Plans, and a Field Analysis performed by a Registered Landscape Architect to document the potential effect of the proposed structure on the Lumber River's Free-Flowing condition and the ORVs on which the segment of the Lumber River within the project limits gained its Scenic designation.

Brian Yamamoto, PE | Senior Project Development Engineer | [NV5](#)
3300 Regency Parkway, Suite 100 | Cary, NC 27518
P: 919.858.1865 | C: 919.606.9716
brian.yamamoto@NV5.com

[Electronic Communications Disclaimer](#)

From: Duncan, Jeffrey R <Jeff_Duncan@nps.gov>
Sent: Friday, December 4, 2020 2:29 PM
To: Brian Yamamoto <Brian.Yamamoto@nv5.com>; Barren, Loretta (FHWA) <Loretta.Barren@dot.gov>; Back, Jennifer <Jennifer_Back@nps.gov>; Barnett, Anita <Anita_Barnett@nps.gov>
Cc: Huff, Christy <chuff@ncdot.gov>; Nick Mountcastle <Nick.Mountcastle@nv5.com>
Subject: Re: [EXTERNAL] I-95 improvements from Exit 13 to Exit 22 in Robeson County near Lumberton - Lumber River Bridge

Looks fine overall. You might insert the word "compliance" and/or "Section 7(a) Determination" in the title to make it clear that NPS must make a positive S7 finding before construction can commence.

Thanks!! Jeff

Jeffrey R. Duncan, PhD.

Regional Aquatic Ecologist

[Science and Natural Resources Management](#)

[Fisheries and Aquatic Resources](#)

National Park Service, Interior Region 2 - South Atlantic Gulf

100 West Martin Luther King, Jr. Blvd. Suite 215

Chattanooga, TN 37402

Ph: (423) 987-6127

I am a current participant of the NPS GOAL Leadership Academy. Ask me about the program!

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From: Brian Yamamoto <Brian.Yamamoto@nv5.com>

Sent: Thursday, December 3, 2020 4:26 PM

To: Barren, Loretta (FHWA) <Loretta.Barren@dot.gov>; Duncan, Jeffrey R <Jeff_Duncan@nps.gov>; Back, Jennifer <Jennifer_Back@nps.gov>; Barnett, Anita <Anita_Barnett@nps.gov>

Cc: Huff, Christy <chuff@ncdot.gov>; Nick Mountcastle <Nick.Mountcastle@nv5.com>

Subject: [EXTERNAL] I-95 improvements from Exit 13 to Exit 22 in Robeson County near Lumberton - Lumber River Bridge

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hey all,

Resulting from our coordination meeting yesterday regarding the replacement of the existing bridges that carry I-95 over the Lumber River as a part of the overall project to improve I-95 near Lumberton, we agreed that it would be prudent to commit to further coordination in regards to compliance with Section 7 of the Wild and Scenic Rivers Act in the upcoming Categorical Exclusion documentation for the project. You had asked NCDOT to draft a commitment for your review that would be included in the upcoming CE documentation. We propose the following and submit for your review:

Division 6, Environmental Coordination and Permitting, Environmental Policy Unit, Aesthetic Engineering Section – Section 7 of Wild and Scenic Rivers Act Coordination

The NCDOT will continue coordination with the National Park Service for the proposed replacement of Bridge Numbers 770146 and 770147 carrying I-95 across the Lumber River just south of Exit 19 in accordance with the Wild and Scenic Rivers Act as hydraulic and structural design continue through the development of final Roadway Design Plans. Appropriate measures to preserve and protect the Outstandingly Remarkable Values (ORVs) as defined for the Lumber River will be developed in coordination with the National Park Service for the bridge replacement when more detailed information is available for the bridge design including bent locations, pile types, and construction methodology. NCDOT will provide the Bridge Survey and Hydraulic Design Report, Structure Design Plans, and a Field Analysis performed by a Registered Landscape Architect to document the potential effect of the proposed structure on the Lumber River's Free-Flowing condition and the ORVs on which the segment of the Lumber River within the project limits gained its Scenic designation.

Let me know if this is in line with what you all were thinking after the meeting. Thanks.

Brian Yamamoto, PE | Senior Project Development Engineer | [NV5](#)
3300 Regency Parkway, Suite 100 | Cary, NC 27518
P: 919.858.1865 | C: 919.606.9716
brian.yamamoto@NV5.com

[Electronic Communications Disclaimer](#)

Appendix C

EIS RELOCATION REPORT

North Carolina Department of Transportation RELOCATION ASSISTANCE PROGRAM

☒ **E.I.S.**
☐ **CORRIDOR**
☐ **DESIGN**

WBS ELEMENT: 49067.1.1 **COUNTY** Robeson **Alt** 1 **of** 1 **Alt**

T.I.P. No.: I-6064

DESCRIPTION OF PROJECT: Improvements to I-95 from I-74 to US 30/Fayetteville Rd in Lumberton

ESTIMATED DISPLACED					INCOME LEVEL								
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP				
Residential	0	0	0	0	0	0	0	0	0				
Businesses	1	0	1	0	VALUE OF DWELLING				DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners		Tenants		For Sale		For Rent		
Non-Profit	0	0	0	0	0-20M	0	\$ 0-150	0	0-20M	2	\$ 0-150	0	
					20-40M	0	150-250	0	20-40M	21	150-250	0	
					40-70M	0	250-400	0	40-70M	19	250-400	0	
					70-100M	0	400-600	0	70-100M	38	400-600	2	
					100 UP	0	600 UP	0	100 UP	139	600 UP	18	
					Total	0	Total	0	Total	219	Total	20	
ANSWER ALL QUESTIONS					REMARKS (Respond by number)								
Yes	No	Explain all "YES" answers.			<p>3. Businesses will remain available as much of the project area is Commercial/Residential.</p> <p>4. Freeman Investments (Parcel 45), Owner Occupied, 5 FT & 3 PT Employees, -0- Minority, 17,000 SF Metal Bldg Blt in 1990. Real Estate Firm.</p> <p>6. MLS, Newspaper, Realtor, Real Estate Publications & Internet.</p> <p>8. As required by Law and in accordance with the Uniform Relocation Act.</p> <p>11. Robeson County has Public Housing.</p> <p>12. Based on current market, Housing and Storefront Business Locations should be available.</p> <p>14. MLS, Newspaper, Realtor, Real Estate Publications & Internet.</p> <p>Note: DSS Dwelling Availability was obtained from Realtor.com for Robeson County.</p>								
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?											
<input type="checkbox"/>	<input checked="" type="checkbox"/>	2. Will schools or churches be affected by displacement?											
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?											
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.											
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?											
		6. Source for available housing (list).											
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?											
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?											
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?											
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?											
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?											
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing housing available during relocation period?											
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?											
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).											
		15. Number months estimated to complete RELOCATION? 18 to 24 months											

(Signature) Phil Ward

(Typed Name) Phil Ward

10/23/20

Right of Way Agent

Date

(Signature) Chris Coughlin

(Typed Name) Chris Coughlin

10/27/2020

Relocation Coordinator

Date

APPENDIX D: PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS**Preliminary Screening of Farmland Conversion Impacts – Corridor Project**

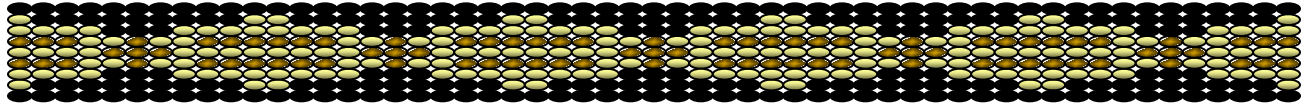
1. **Area in non-urban use. Points awarded = 13 out of 15**
Approximately 83% of the area within 1 mile of the project site is in non-urban use.
2. **Perimeter in non-urban use. Points awarded = 10 out of 10**
Approximately 94% of the project corridor perimeter is in non-urban use.
3. **Percent of site being farmed. Points awarded = 19 out of 20**
Approximately 90% of the present farm unit (Britt family cropland) is active.
4. **Protection provided by state and local government. Points awarded = 0 out of 20**
No properties within the DCIA are known to be under farmland protection from state or local policies.
5. **Size of present farm unit compared to average. Points awarded = 6 out of 10**
The present farm unit (~ 255 acres) is 70% of the average farm size in Robeson County (365 acres).
6. **Creation of non-farmable farmland. Points awarded = 10 out of 10**
The only land that is expected to become “non-farmable” as a result of the project includes farmland soils subject to direct impacts based on project slope stakes buffered by 25 feet, equal to 12.5 acres. This area represents approximately 30% of the total area expected to be directly impacted by the project (38.9 acres).
7. **Availability of farm support services. Points awarded = 5 out of 5**
It is assumed all farm support services.
8. **On-farm investments. Points awarded = 10 out of 20**
The amount of on-farm investments at the present farm unit is considered to be average.
9. **Effects of conversion on farm support services. Points awarded = 0 out of 10**
Farmland conversion as a result of the proposed project will not adversely affect the availability of farm support services.
10. **Compatibility with existing agricultural use. Points awarded = 0 out of 10**
The proposed project is fully compatible with existing agricultural use of surrounding farmland.

Conclusion: Total Points = 73 out of 160

NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS CPA-106 Farmland Conversion Impact Rating Form for Corridor Projects.

Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, South Carolina 29730

Office 803-328-2427
Fax 803-328-5791



March 19, 2020

Attention: Christy Huff
NC Department of Transportation
P.O. Box 1150
Fayetteville, NC 28302

Re. THPO #	TCNS #	Project Description
2020-193-142		Proposed widening of I-95 to eight lanes from I-74/US 74 to US 301/Fayetteville Road in Lumberton, Robeson Co. I-6064

Dear Ms. Huff,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail Caitlin.Rogers@catawba.com.

Sincerely,

Wenonah G. Haire
Tribal Historic Preservation Officer